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Ontario. Lands and Forests, Report

REPORT  
1891-1897

OF THE

COMMISSIONER OF CROWN LANDS

OF THE

PROVINCE OF ONTARIO

FOR THE YEAR

1891-1897

7 Vol. in 1.

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REPORT  
OF THE  
COMMISSIONER OF CROWN LANDS  
OF THE  
PROVINCE OF ONTARIO,  
FOR THE YEAR 1891.

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*To His Honor the Honorable* SIR ALEXANDER CAMPBELL, K.C.M.G.,  
*Lieutenant-Governor of the Province of Ontario.*

MAY IT PLEASE YOUR HONOR:

As required by law I submit for the information of your Honor and the Legislative Assembly a Report for the fiscal year ending on the 31st December, 1891, of the management, etc., of the Crown lands of the Province.

CLERGY LANDS.

The area of these lands sold during the year was 1,139½ acres, aggregating in value \$1,022.45. The amount collected on account of these and former sales was \$4,046.05. (See Appendix No. 3, page 5.)

CROWN LANDS.

In my last report it was stated that considerable interest had been excited by discoveries of large deposits of nickel, particularly in the vicinity of Sudbury, and that by Order in Council of the 29th November, 1890, the Crown lands in that vicinity had been withdrawn from sale or location until further notice. At the Session of the Legislature held shortly afterwards, the Mining Act was amended in several important directions: the prices of mining lands were increased, working conditions were imposed requiring

specified expenditure per acre upon each location in actual mining operations, provision was made for imposing a small royalty in certain cases and after a lapse of time, but only upon lands sold after the coming in force of the new law, and power was taken to grant leases. The leasing clauses in the new Act have been taken advantage of to a considerable extent, and there appears to be no doubt that leasing will in the near future be the favorite mode of acquiring mining lands.

The area of Crown lands sold or disposed of during the year was 71,854 acres, aggregating in value \$113,427.47. The collection on account of these and sales of former years amounted to \$92,815.29. (See Appendix No. 3, page 5.)

#### COMMON SCHOOL LANDS.

The area of these lands sold during the year was 256 acres, aggregating in value \$685. The collection on account of these and former sales amounted to \$8,609.31. (See Appendix No. 3, page 5.)

#### GRAMMAR SCHOOL LANDS.

The number of acres sold during the year was 100, aggregating in value \$75. The collection on account of these and former sales was \$1,165.53. (See Appendix No. 3, page 5.)

#### RAILWAY LANDS.

Under "Railways Aid Act" of 1889, 52 Vict. c. 35, certain lands were set apart to be sold for the purpose of forming a fund to recoup the Province in respect of moneys expended in aiding Railways. Of these lands 7,739½ acres were sold, aggregating in value \$14,639.84. The collections were \$16,880.44. (See Appendix No. 3, page 5.)

#### COLLECTIONS AND REVENUE.

The total collection of the Department on account of all sources of revenue was \$1,163,818.76. (See Appendix No. 4, page 6.)

#### DISBURSEMENTS.

The total disbursements of the Department on account of all services and expenditure were \$310,328.95. Of this amount \$45,658.11 was compensation paid to timber licensees on account of certain timber berths declared to be a part of the Whitefish Indian Reserve and taken by the Dominion Government. (See Appendix No. 6, pages 8 to 14.)

#### WOODS AND FORESTS.

The total collections for the year amounted to \$1,022,619.31, which includes \$172,551.22 on account of bonuses, leaving the revenue from timber dues, ground rent, etc., to be \$850,068.09.

The revenue from Woods and Forests is slightly in advance of the estimate. There has not been much improvement in the state of the square timber trade during the year,



but the large stocks held in the makers' hands and at ports of shipment have materially decreased, and as only a limited quantity of timber is being taken out this winter there is good prospect of the square timber trade being soon in a satisfactory condition. The sawn lumber trade has been fairly active during the year, and, though there has not been a great advance in values, the demand for lumber has been sufficient to keep prices firm. The output of logs and timber last year was less than that of the previous year, and consequently the stocks of logs and lumber held at the mills have been greatly reduced. From present appearances, if the winter continues favorable, the output of sawlogs for the coming year will be greatly in excess of last year, and a consequently increased accrual of revenue may be expected.

Large quantities of pine timber having been damaged by fire on the north shore of Lake Huron, prompt steps were taken to ascertain the extent of the damage, and the estimated quantity of timber which would have to be cut in order to save it, and tenders were called for about 95,000,000 feet of the damaged timber. The prices obtained were very satisfactory. The bonus was not paid down, but is collectable upon the quantity which may be cut and at the same time as the Crown dues are payable. Careful supervision is being had over the operations by skilled men, who have been directed to see that everything that is merchantable in each tree is cut and that nothing is allowed to go to waste.

The Ontario Cullers' Act came into operation for the first time last year, which necessitated the holding of examinations at various points throughout the Province to test the fitness of persons desiring to be licensed to cull sawlogs and timber cut upon Crown lands. Each of the Examining Boards consisted of three skilled persons, one of whom represented the lumbering interests, the other two being selected by the Department. Examinations were held at thirteen of the most important and easily accessible lumbering centres; 383 candidates were examined, of whom 371 were found qualified and granted licenses. A list of these and their post office addresses will be found on page 68. The expenses of holding these examinations, printing, advertising, etc., were \$1,439.67. The revenue derived from the fees paid by those obtaining licenses was \$1,632.25.

#### FIRE RANGING.

A part of the past summer was extremely dry, and as a consequence there were a number of disastrous bush fires which destroyed or damaged large quantities of valuable pine timber, both on the lands of the Crown and those under license. From the reports received, about 100,000,000 feet were more or less damaged on licensed lands, but, owing to the presence of the Fire Rangers, the localities where the damage was done and the quantities damaged were known in time to enable the licensees to make arrangements to cut so much of the timber as would be wasted if not at once manufactured. The estimated loss on account of timber burnt on licensed lands, from figures furnished by the licensees, would appear to be about \$70,000. On the Crown lands the Fire Rangers under the Department have estimated the quantity of timber damaged so seriously as to require that it should be cut at once, at 95,000,000 feet, and, as before stated, arrangements were immediately made to offer this quantity for sale, so that as little waste as possible

might result. The timber is in process of being cut, and what the actual net loss to the Province will be cannot be definitely stated until the cutting is complete. The largest limit holders in the Province avail themselves of the Fire Ranging service. Last season thirty-seven of the various lumber firms had rangers upon their limits. The number of rangers employed was 98. The total cost of the service was \$20,053.24. Owing to the continuance of the dry weather late in the season and the highly inflammable state of the forest, the Fire Rangers were kept in the field later than usual, and consequently the Department did not receive their accounts in time to render statements to the various licensees of their proportion of the cost of the service and make the collections before the end of the year. Only \$2,034.76 on this year's service was received before the end of the year; \$5,091.32 was collected on account of refunds of previous years.

At the close of the season, circulars were issued to all the licensees asking for their estimate of the timber damaged, their probable net loss, and requesting them to suggest any improvements which they thought advisable in the present system of Fire Ranging. The replies received, with one or two exceptions, expressed satisfaction with the system as it is, and the only suggestions which were made related to matters of detail.

#### FISHERIES.

Reports have been received from the Fishery Overseers. They have doubtless accomplished considerable towards the prevention of illegal fishing, but their pay is not such as to enable them to give more than a fraction of their time to this special work.

The revenue, etc., from permits was \$359.42.

#### GAME LAWS.

Under the amendment to the Game Law, which requires foreigners to take out permits to hunt deer, 17 permits were issued, the revenue from which amounted to \$170.

#### FREE GRANTS.

There are 154 townships open for location under the Free Grants and Homesteads Act—no new townships having been added since my last report.

During the last year 579 locations were made on 79,948 acres of land, and 49 locatees purchased 1,389 acres; 473 patents were issued to locatees. (See Appendix No. 9, page 18.)

The favorable reports of the lands which have been opened for location in the new District of Rainy River have attracted considerable attention, and as a consequence they are being rapidly taken up. For the convenience of settlers going there, two new Agencies have been opened, one at Rainy River P.O. in the Township of Morley, and the other at Fort Francis P.O. The Crown Lands Agency at Bruce Mines having recently become vacant by the death of the Agent, and as the lands which were open for settlement had become nearly exhausted, I have considered it advisable to close the Agency and attach the remaining lands to the Agency of Thessalon.



## CROWN SURVEYS.

The following surveys of townships have been carried out this year :

In the District of Nipissing the township of Clancy has been sub-divided into farm lots of 100 acres each, the townships of Bastedo and Fell into lots of 320 acres each. In the District of Algoma the townships of Porter and Vernon have been sub-divided into lots of 320 acres each. In the District of Thunder Bay the townships of Ware and Gorham and the residue of Dorion have been sub-divided into lots of 320 acres each, and in the District of Rainy River the townships of Carpenter and Dobie have been sub-divided into lots of 320 acres each, and in this district base and meridian lines have been run.

The outlines of Timber Berths in the Districts of Nipissing, Algoma, Thunder Bay and Rainy River have been surveyed, and several minor surveys have also been executed.

The returns of the above named surveys have, so far as received, been examined and where possible closed. The particulars of these surveys will be found in Appendices Nos. 14 and 15, pages 27 and 28.

## MUNICIPAL SURVEYS.

The Department has, during the year, on the petition of the Municipal Councils interested, issued instructions for surveys in the following townships :—Wolf Island, Tiny, Dunwich, North Grimsby, Tilbury East and Yarmouth, and has, during the year, confirmed seven municipal surveys in the following townships, etc. :—Wingham and South Norwich, Village of Tilbury Centre, Town of Niagara, Townships of Pickering, Tiny, Nepean and South Plantagenet. The particulars relating to these surveys will be found in Appendices Nos. 12 and 13, pages 24 and 26 inclusive.

## MINERAL SURVEYS.

The General Mining Act requires that applicants to purchase mining lands in unsurveyed territory, shall file Surveyors' plans, field notes, and descriptions by metes and bounds of their locations in the Department, before any sale is carried out. Under this Statutory regulation, a number of applicants in the Districts of Algoma, Nipissing, Rainy River and Thunder Bay, have filed plans, etc., etc., and an area of nearly 20,000 acres has been sold and patented to them, for which nearly \$40,000 have been received. With two exceptions these lands were patented either before the change of the Mining Act of last Session or under the provisions of 54 Vic., Cap. 8, Section 1, being the Act referred to.

The particulars relating to these surveys and sales will be found in Appendices Nos 16 and 17, pages 29 to 32 inclusive.

## COLONIZATION ROADS.

The work done during the year was as follows :—Miles of new road constructed, 144 ; Miles of road repaired, 433 ; Bridges erected, 13 and many others repaired. The

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work done was carefully inspected and reported to be of a satisfactory and substantial character.

The total expenditure was \$99,137.31, of which certain items amounting to \$1,105.57 were refunded, leaving the net Departmental expenditure to be \$98,031.74.

The work of the Department continues to grow, as an indication of which it may be mentioned that the volume of correspondence—letters received and answered—shows an increase of nearly 8,000 over last year.

Respectfully submitted,

A. S. HARDY,  
Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, December 31st, 1891.

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# APPENDICES.

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# APPENDIX No. 1.

## RETURN of Officers and Clerks in the Department of Crown Lands, for the year 1891.

BRANCH.	Name.	Designation.	When Appointed.	Salary per Annum.	Remarks.
				\$ c.	
Free Grants and Sales	Hon. A. S. Hardy	Commissioner	1889, January 19	4,000 00	
	Aubrey White	Assistant Commissioner	1882, January 1	2,800 00	
	George Kennedy	Law Clerk	1872, February 1	2,000 00	
	F. Yeigh	Shorthand Writer and Clerk	1880, March 1	1,250 00	
	A. Kirkwood	Chief Clerk	1884, March 21	1,900 00	
	J. J. Murphy	Clerk in charge of Free Grants	1872, May 1	1,350 00	
	Julian Sale	Clerk	1871, August 5	950 00	
	E. S. Williamson	"	1889, May 1	750 00	
	C. J. M. Hardy	"	1890, May 31	650 00	
	G. B. Kirkpatrick	Director of Surveys	1806, January 30	1,900 00	
Surveys, Patents and Roads	W. Revell	Clerk	1871, October 2	1,300 00	
	W. F. Lewis	"	1872, February 5	1,000 00	
	J. M. Grant	Chief Clerk, Patents	1800, May 12	1,400 00	
	Pedro Alma	Clerk	1871, August 1	1,250 00	
	Henry Smith	Superintendent of Colonization Roads	1881, January 1	1,900 00	
	C. Cashman	Clerk	1872, September 1	1,150 00	
	J. H. Bradshaw	"	1884, June 1	850 00	
	J. A. G. Crozier	Chief Clerk	1867, December 1	1,650 00	
	Theo. C. Taylor	Clerk	1888, August 1	1,350 00	
	H. K. Hardy	"	1883, November 1	1,100 00	
Woods and Forests	H. E. Rudge	"	1881, September 1	950 00	
	P. J. Durkin	"	1888, October 1	800 00	
	Alex. McLaren	"	1890, May 22	800 00	

## RETURN of Officers and Clerks in the Department of Crown Lands, for the year 1891.

BRANCH.	Name.	Designation.	When Appointed.	Salary per Annum.	Remarks.
Accounts	D. G. Ross	Accountant.	1861, April 15.	\$ c.	
	E. Leigh	Clerk	1873, December 20.	1,800 00	
	J. J. Kelly	"	1888, March 19	1,200 00	
	C. P. Higgins	"	1873, July 1.	800 00	
	C. S. Jones	Registrar.	1890, May 22	1,100 00	
Bureau of Mines	A. Blue	Director of Mines	1891, May 8	2,500 00	
	T. W. Gibson	Shorthand Writer	1891, June 19	1,200 00	
	Aaron Slaght	Inspector	1890, April 18	750 00	
	F. Frank	Fireman	1886, December 1	500 00	
	A. McDonald	Messenger	1862, May 19	550 00	
	D. Kinnan	Night Watchman.	1873, April 1	500 00	
	W. Maloney	Fireman	1891, October 7	547 50	
					Deceased.

D. GEO. ROSS,

Accountant.

AUBREY WHITE,

Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,

TORONTO, 31st December, 1891.

APPENDIX No. 2.

List of Crown Land Agents for the Disposal of Free Grants, 1891.

Name.	District or County.	Date of Appointment.	Salary per Annum.	Remarks.
Anderson, D.	Part of Peterborough.	1870, November 21.	\$ c.	
Best, S. G.	" Parry Sound District.	1875, March 23.	500 00	
Brown, C. P.	" Algoma District.	1872, June 25.	500 00	
Campbell, A.	" Rainy River District.	1891, May 8.	500 00	
Cockburn, J. D.	" Nipissing District.	1884, May 21.	200 00	
Day, J. F.	" Algoma District.	1875, July 19.	500 00	
Davson, G. W.	" Frontenac and Addington.	1882, February 17.	500 00	Agent for Sale of Lands. Died 13 December, 1891.
Drill, J. W.	" District of Muskoka.	1888, August 1.	500 00	
Friedling, W.	" Victoria.	1882, February 23.	500 00	
Gilligan, B. J.	" Nipissing District.	1884, March 26.	500 00	
Hamilton, G.	St. Joseph Island.	1890, September 20.	200 00	
Handy, E.	Part of Parry Sound District.	1873, January 3.	500 00	
Kennedy, J. D.	" Renfrew.	1885, October 30.	500 00	Resigned Sept., 1891.
Mackay, T.	" Parry Sound District.	1881, December 5.	500 00	
Macpherson, R.	" Frontenac.	1871, July 18.	500 00	Agent for Sale of Lands.
Marsh, R. J. F.	" Rainy River District.	1891, May 8.	200 00	
McDonald, D. G.	" Algoma District.	1888, December 3.	500 00	Agent for Sale of Lands.
Nichols, W. L.	" Nipissing District.	1885, August 27.	500 00	
Reeves, J.	" Thunder Bay District.	1872, February 12.	500 00	
Ruttan, J. F.	" Algoma District.	1889, May 16.	400 00	Agent for Sale of Lands.
Ryan, T. J.	" Parry Sound District.	1888, June 15.	500 00	
Scarlett, J. S.	" Hastings and Peterborough.	1880, June 17.	500 00	
Stewart, James.	" Renfrew.	1882, May 1.	500 00	
Tait, J. R.	" Hastings.	1891, September 26.	400 00	
Whelan, J.	" Renfrew.	1869, May 28.	500 00	
Wilson, Wm.	" Rainy River District.	1884, September 19.	500 00	
		1891, June 19.	200 00	

D. GEO. ROSS,  
Accountant.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
Toronto, 31st December, 1891.



## APPENDIX No. 3.

STATEMENT of Lands Sold, Amount of Sales, and Amount of Collections for the Year 1891.

Service.	Acres Sold.	Amount of Sales.	Amount of Collections.
		\$ c.	\$ c.
Railway Lands .....	7,739½	14,639 84	16,880 44
Crown Lands.....	71,854 <sup>81</sup> / <sub>100</sub>	113,427 47	92,815 29
Clergy Lands.....	1,139½	1,022 45	4,046 05
Grammar School Lands.....	100	75 00	1,165 53
Common School Lands.....	256	685 00	8,609 31
Total .....	81,089 <sup>81</sup> / <sub>100</sub>	129,849 76	123,516 62

D. GEO. ROSS,  
Accountant.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1891.

## APPENDIX No. 4.

STATEMENT of the Gross Revenue of the Department of Crown Lands for the year 1891.

SERVICE.	\$	c.	\$	c.
<i>Land Collections :</i>				
Railway Lands.....	16,880	44		
Crown Lands.....	92,815	29		
Clergy Lands.....	4,046	05		
Common School Lands.....	8,609	31		
Grammar School Lands.....	1,165	53		
Rent.....	5,271	28		
			128,787	90
<i>Woods and Forests :</i>				
Timber Dues.....	791,863	44		
Ground Rent.....	58,204	65		
Bonus.....	172,551	22		
			1,022,619	31
Casual fees.....	505	30		
Board of Surveyors . . . . .	137	50		
Cullers' fees . . . . .	1,632	25		
Fishing license fees.....	359	42		
Hunting license fees . . . . .	170	00		
			2,804	47
<i>Expenditure Refunds :</i>				
Forest Fire Prevention . . . . .	7,126	08		
Agents' Salaries . . . . .	98	18		
Colonization Roads . . . . .	1,105	57		
Surveys . . . . .	1,277	25		
			9,607	08
			1,163,818	76

D. GEO. ROSS,  
Accountant.AUBREY WHITE,  
Assistant Commissioner.DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1891.

## APPENDIX No. 5.

STATEMENT of the Receipts of the Crown Lands Department which are considered as Special Funds,

SERVICE.	\$ c.	\$ c.
<i>Clergy Lands:</i>		
Principal.....	2,124 34	
Interest .....	1,921 71	
		4,046 05
<i>Common School Lands:</i>		
Principal .....	3,702 77	
Interest .....	4,906 54	
		8,609 31
<i>Grammar School Lands:</i>		
Principal. ....	823 73	
Interest .....	341 80	
		1,165 53
<i>Railway Lands:</i>		
Principal.....		16,880 44
		30,701 33

D. GEO. ROSS,  
Accountant.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1891.



## APPENDIX No. 6.

Statement of the Gross Disbursements of the Department of Crown Lands for the year 1891.

SERVICE.	\$	c.	\$	c.	\$	c.
AGENTS' SALARIES AND DISBURSEMENTS.						
<i>Salaries—Land.</i>						
Anderson, D. ....	500	00				
Best, S. G. ....	500	00				
Brown, C. P. ....	500	00				
Campbell, A. ....	150	00				
Cockburn, J. D. ....	500	00				
Dawson, G. W. ....	500	00				
Dill, J. W. ....	500	00				
Day, J. F. ....	500	00				
Fielding, W. ....	500	00				
Gilligan, B. J. ....	500	00				
Handy, E. ....	500	00				
Hamilton, G. ....	200	00				
Kennedy, J. D. ....	375	00				
McDonald, D. G. ....	500	00				
Mackay, T. ....	500	00				
Macpherson, R. ....	500	00				
Marsh, R. J. F. ....	150	00				
Nichols, W. L. ....	500	00				
Reeves, J. ....	500	00				
Ruttan, J. F. ....	400	00				
Ryan, T. J. ....	500	00				
Scarlett, J. S. ....	500	00				
Stewart, C. R. ....	500	00				
Stewart, J. ....	105	48				
Tait, J. R. ....	500	00				
Whelan, J. ....	500	00				
Wilson, W. ....	106	10				
				11,486	58	
<i>Salaries—Timber.</i>						
Campbell, P. C. ....	1,466	00				
Margach, W. ....	1,600	00				
Macdonald, D. F. ....	1,600	00				
Macdonald, W. J. ....	1,500	00				
Darby, E. J., clerk. ....	900	00				
Larose, S. E., " ....	850	00				
Mackay, Jno. ....	900	00				
Nicholson, B., clerk. ....	618	75				
Munro, H. ....	1,200	00				
McWilliams, J. B. ....	2,000	00				
Tassé, D. ....	100	00				
				12,734	75	
<i>Salaries—Fisheries.</i>						
Clark, N. .... (Salary for 1890 and 1891) ....	100	00				
Little, Jno. T. .... " " ....	100	00				
Moore, F. J. .... " " ....	100	00				
McDermott, B. .... " " ....	100	00				
Carried forward .....						

APPENDIX No. 6.—*Continued.*

Statement of the Gross Disbursements of the Department of Crown Lands for the year 1891.

SERVICE.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....			
<i>Salaries—Fisheries—Continued.</i>			
McKewen, S. R. (Salary for 1890 and 1891) .....	100 00		
Smith, R. R. ... " " .....	100 00		
McKirdy, W. ... " " .....	75 00		
Sullivan, Jno. ....	100 00		
Willmott, J. H. (Salary for 1890 and 1891) .....	100 00	875 00	
<i>AGENTS' DISBURSEMENTS.</i>			
<i>Land.</i>			
Anderson, D. ....	14 21		
Best, S. G. ....	27 91		
Brown, C. P. ....	8 05		
Cockburn, J. D. ....	15 13		
Dill, J. W. ....	51 94		
Day, J. F. ....	6 50		
Fielding, W. ....	5 11		
Handy, E. ....	22 35		
Hamilton, G. ....	7 70		
Kennedy, J. D. ....	6 47		
Mackay, T. ....	13 53		
Macpherson, R. ....	11 45		
Nichols, W. L. ....	7 30		
Ryan, T. J. ....	19 75		
Scarlett, J. S. ....	15 00		
Stewart, C. R. ....	15 00		
Tait, J. R. ....	9 13		
Whelan, J. ....	6 12	262 65	
<i>Timber.</i>			
Margach, W. ....	2,706 22		
Macdonald, D. F. ....	429 39		
Macdonald, W. J. ....	828 60		
Mackay, J. ....	564 04		
Munro, H. ....	593 63		
McWilliams, J. B. ....	337 62		
Tassé, D. ....	3 00	5,462 50	
<i>Fisheries.</i>			
Emmons, Jno. ....	5 25		
Moore, F. J. M. ....	30 41		
Smith, R. R. ....	17 05		
Willmott, J. H. ....	116 01	168 72	
<i>Carried forward</i> .....			

APPENDIX No. 6.—*Continued.*

Statement of the Gross Disbursements of the Department of Crown Lands for the year 1891.

SERVICE.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....			
<i>Miscellaneous.</i>			
Carpenter, W. H., Inspection.....	22 00		
Dunn, A. S., ".....	10 00		
Drury, Hon. Chas., ".....	58 70		
Fellows, W. R., ".....	9 00		
Gibson, T., ".....	4 53		
Graham, J. R., ".....	8 00		
Hardy, Hon. A. S., travelling expenses.....	137 00		
Hanes, Jno. L., Inspection.....	90 00		
Jones, C. S., Inspection of Agencies.....	75 00		
Lyon, W. D., Expenses re Fisheries.....	50 00		
Murdoch, J., Inspection.....	5 00		
McRae, W. A., ".....	5 00		
Nicholson, B., travelling expenses.....	74 00		
Regan, Jno., Inspection.....	242 50		
Slaght, A., travelling expenses (for 1890).....	573 40		
Silvester, W. H., Inspection.....	30 00		
Stratton, W. A., Expenses re Fisheries.....	10 00		
Suir, W. H., Inspection.....	7 00		
Walsh, J., ".....	15 00		
White, A., travelling expenses.....	186 85		
Yeigh, F., ".....	58 65		
Yeigh, F., Inspection of Agencies.....	150 00		
		1,821 63	
<i>Wood Ranging and Inspection of Timber Lands.</i>			32,811 83
Bick, Geo.....		1,068 38	
Brady, Jno.....		952 57	
Brennan, P.....		650 00	
Campbell, J. B.....		70 00	
Campbell, P. C.....		160 00	
Colville, Jno.....		102 00	
Cunningham, Jno.....		873 55	
Fraser, D.....		515 00	
Gardner, J.....		1,000 00	
Garrow, E.....		479 47	
George, Jno.....		185 35	
Grant, Jas.....		59 50	
Halliday, F.....		1,295 35	
Halliday, Jas.....		790 00	
Henderson, C.....		1,423 00	
Hunter, T. M.....		693 73	
Inglis, Wm.....		395 50	
Johnson, S. M.....		1,505 23	
Kennedy, Jno.....		1,047 40	
Ludgate, Theo.....		1,301 40	
Moore, D. H.....		1,222 20	
McCogherty, P.....		1,087 00	
McFarlane, W.....		230 00	
McGown, Thos.....		333 10	
McGown, Wm.....		910 00	
<i>Carried forward</i> .....			



APPENDIX No. 6.—*Continued*

Statement of the Gross Disbursements of the Department of Crown Lands for the year 1891.

SERVICE.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....						
<i>Wood Ranging and Inspection of Timber Lands—Continued.</i>						
Paget, Geo. ....	1,300	00				
Regan, Jno. ....	794	10				
Robertson, A. M. ....	232	00				
Robinson, W. ....	1,082	49				
Russell, W. ....	2,542	48				
Shaw, Jos. ....	1,169	06				
Smith, A. C. ....	579	10				
Smith, J. W. ....	1,117	50				
Sullivan, Jno. ....	1,572	60				
Turgeon, J. B. ....	630	00				
White, J. B. ....	965	00				
					30,334	06
<i>Fire Ranging.</i>					63,145	89
Airhart, A. ....	76	00				
Anderson, Wm. ....	262	00				
Austin, C. ....	295	75				
Bartlett, G. H. ....	446	50				
Bell, Jno. ....	262	00				
Blanchette, C. ....	262	00				
Borron, E. ....	258	00				
Bowland, W. ....	887	65				
Brenner, W. ....	385	42				
Bromley, Thos. ....	262	00				
Brown, S. J. ....	351	63				
Chamberlin, B. E. ....	252	00				
Conway, Jas. ....	236	00				
Crawford, R. ....	422	75				
Creswell, W. ....	381	00				
Donally, R. S. ....	204	00				
Elcome, E. ....	378	63				
Elliott, W. ....	160	00				
Ford, Chas. ....	164	00				
Gallagher, Jas. ....	189	50				
Garr, Jno. ....	117	00				
Gauthier, N. ....	134	77				
Graham, E. L. ....	146	00				
Grier, Thos. ....	86	00				
Hadley, J. J. ....	169	00				
Hanes, J. L. ....	60	00				
Hartt, J. ....	178	00				
Harvey, A. ....	164	00				
Hawkins, T. J. ....	50	00				
Headrick, W. ....	160	00				
Henderson, C. ....	216	00				
Hennessy, J. W. ....	223	00				
Hillis, Jno. ....	150	00				
Hoff, J. S. M. ....	184	50				
Hickson, A. ....	260	00				
Humphrey, T. W. ....	168	00				
Johnson, E. ....	74	66				
Johnson, R. W. ....	490	25				
<i>Carried forward</i> .....						

TABLE No. 6.—Continued.

Statement of the Gross Disbursements of the Department of Crown Lands for the year 1891.

SERVICE.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....						
<i>Fire Ranging—Continued.</i>						
Jones, S.....			218	00		
Johnson, W.....			244	00		
Kemp, A.....			199	75		
Kirby, Thos.....			150	00		
Landreville, T.....			275	50		
Latour, C.....			117	00		
Larigue, J.....			58	00		
Mackay, W. C.....			224	27		
Marks, Thos.....			262	00		
Maves, W.....			212	75		
May, M.....			150	00		
Mitchell, J. C.....			130	00		
Moore, W.....			150	00		
McBrien, R.....			6	25		
McCogherty, P.....			251	10		
McCallum, Jno.....			672	50		
McCool, Jno.....			232	00		
McCormick, J. C.....			123	00		
McCuen, S.....			156	00		
McDermott, P.....			318	25		
McDonell, A.....			431	00		
McDougall, D.....			148	00		
McFarlane, J. W.....			970	28		
McGown, W.....			134	00		
McKay, A.....			151	25		
McMullin, J.....			275	12		
McNiff, P.....			262	00		
McVean, K.....			162	00		
Nevers, C.....			360	00		
O'Neil, A. J.....			339	51		
Pearson, Jno.....			30	00		
Price, A.....			118	60		
Porter, J.....			237	50		
Rawson, C. E.....			160	00		
Regan, Jno.....			62	50		
Rushton, F.....			234	00		
Ryan, R.....			126	00		
Smith, A. C.....			308	40		
Smith, G. O.....			130	70		
Sedgwick, Jas.....			246	00		
Sedgwick, Jno.....			30	00		
Scantlin, J.....			134	50		
Streatfield, L. C.....			230	00		
Stewart, J. E.....			162	90		
Sullivan, Jno.....			69	60		
Taylor, Jno.....			198	25		
Tennant, G.....			262	00		
Thompson, T.....			174	00		
Walsb, I.....			265	00		
Young, Wm.....			320	75		
					20,053	24
<i>Carried forward</i> .....					83,199	13

TABLE No. 6.—*Continued.*

Statement of the Gross Disbursements of the Department of Crown Lands for the year 1891.

SERVICE.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....			
EXAMINATION OF CULLERS.			
<i>Expenses of Examiners.</i>			
Armstrong, Jno. ....	58 55		
Aylesworth, W. R. ....	35 00		
Brady, Jno. ....	30 15		
Campbell, P. C. ....	15 00		
Carpenter, W. H. ....	8 00		
Christie, W. P. ....	42 00		
Dollar, Jas. ....	82 50		
Graham, G. A. ....	13 00		
Halliday, F. ....	24 95		
Henderson, Chas. ....	89 00		
Johnson, S. M. ....	88 00		
Kennedy, Jno. ....	30 00		
Lovering, H. L. ....	51 60		
Ludgate, Theo. ....	50 10		
Martin, D. A. ....	41 60		
Mather, D. L. ....	8 50		
Mickle, Chas. ....	28 00		
Moore, D. H. ....	22 35		
Macdonald, D. F. ....	8 00		
Macdonald, W. J. ....	20 30		
McCogherty, P. ....	50 60		
McGown, Wm. ....	33 30		
McKendry, D. ....	49 74		
McNeil, J. J. ....	19 90		
McWilliams, J. B. ....	27 35		
Paget, Geo. ....	53 35		
Russell, Wm. ....	51 15		
Shaw, Jas. ....	37 85		
Smith, J. W. ....	27 90		
Advertising .....		1,097 74	
Printing .....		280 88	
		81 05	
			1,439 67
<i>Bureau of Mines.</i>			
Blue, A., salary .....	1,639 42		
Slaght, A., " .....	750 00		
Gibson, T., " .....	667 00		
		3,056 42	
Blue, A., travelling expenses .....	395 50		
Slaght, A., " .....	188 85		
		584 35	
Bell, R., Geological Report .....		300 00	
Books .....	449 90		
Printing and stationery .....	122 63		
Office furnishings .....	167 45		
		739 98	
			4,980 75
<i>Carried forward</i> .....			

TABLE No. 6—*Continued.*

Statement of the Gross Disbursements of the Department of Crown Lands for the year 1891.

SERVICE.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....			
Refunds.....		25,142 38	
White Fish Reserve .....		45,658 11	
Colonization Roads .....			70,800 49
Willow Creek Drain.....			99,137 31
Surveys.....			300 00
Board of surveyors.....			39,455 30
			245 00
<i>Contingencies.</i>			
Printing and binding .....	2,135 91		
Stationery .....	1,528 31		
		3,664 22	
Postage and telegraphing .....		1,376 34	
Subscriptions and advertising.....		3,246 81	
Messengers .....		330 00	
Firemen .....		754 00	
Night watchman.....		500 00	
Extra clerks.....		663 00	
Sundries .....		536 93	
			11,071 30
			310,328 95

D. GEO. ROSS,  
Accountant.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
Toronto, 31st December, 1891.



## APPENDIX No. 7.

## WOODS AND FORESTS.

STATEMENT of Revenue collected during the year ending 31st December, 1891.

	\$	c.	\$	c.
Amount of Western District collections at Department.....	668,762	28		
“ “ “ Quebec .....	24,970	28		
			693,732	56
Amount of Belleville District collections.....	72,178	64		
			72,178	64
Amount of Ottawa collections.....	235,247	75		
“ “ at Quebec.....	21,460	36		
			256,708	11
Total .....			1,022,619	31

AUBREY WHITE,  
Assistant Commissioner.J. A. G. CROZIER,  
Chief Clerk in Charge.DEPARTMENT OF CROWN LANDS,  
WOODS AND FORESTS BRANCH,  
TORONTO, 31st December, 1891.

# APPENDIX

## WOODS AND

### STATEMENT of Timber and Amounts accrued from Timber, Dues, Ground

AGENCIES.	QUANTITIES AND						
	Area * covered by Timber Licenses.	SAW LOGS.				Boom and Dimen- sion Timber.	
		White Pine.		Other.			
		Sqr. Miles.	Pieces.	Feet.	Pieces.	Feet.	Pieces.
Ottawa Timber District.....	7,316	910,862	109,613,459	19,029	1,218,010	64,473	9,906,785
Belleville Timber District....	1,474	520,468	52,258,143	43,608	810,648	23,421	5,223,833
Western Timber District.....	7,030	3,287,139	289,335,903	22,668	1,642,591	118,875	22,713,497
Total ..	15,820	4,718,469	451,207,505	85,305	3,671,249	206,769	37,844,115

### GENERAL STATEMENT OF

AGENCIES.	QUANTITIES AND								
	Railway Ties.	Pulp Wood.	Cordwood.		Lineal feet Cedar.		Traverses.	Posts.	Shingle Bolts.
	Pieces.	Cords.	Hard. Cords.	Soft. Cords.	Pieces.	Feet.	Pcs.	Crds.	Crds.
Ottawa Timber District.....	30,524	.....	482	1,619	3,077	58,409	2,459	134	17
Belleville Timber District.....	27,443	.....	75	120	.....	73,900	.....	927	.....
Western Timber District.....	917,874	864	653	15,815	.....	.....	.....	193	4,989
Total .....	975,841	864	1,210	17,554	3,077	132,309	2,459	1,254	5,006

J. A. G. CROZIER,  
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS, WOODS AND FORESTS BRANCH,  
TORONTO, 31st December, 1891.

No. 8.

## FORESTS.

Rent and Bonus during the year ending 31st of December, 1891.

## DESCRIPTION OF TIMBER.

SQUARE TIMBER.											
White Pine.		Red Pine.		Butternut, Ash, Maple, Elm and Birch.		Oak.		Tamarac.		Hemlock.	
Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pcs.	Feet.	Pcs.	Feet.	Pcs.	Feet.
6,248	315,123	175	6,709	.....	.....	.....	.....	4	145	74	1,525
2,191	96,280	.....	.....	{ E. 5 M. 1	210 48	} 33	834	100	3,763	2,362	103,770
22,799	1,145,672	382	16,130	{ Bch. 53 A. 8 Butt. 2	1,645 175 42	} 4	94	.....	.....	.....	.....
31,238	1,557,075	557	22,839	{ E. 5 M. 1 Bch. 53 A. 8 Butt. 2	210 48 1,645 175 42	} 37	928	104	3,908	2,436	105,295

TIMBER, ETC.—Continued.

## DESCRIPTION OF TIMBER.

Tele- graph Poles.	Guard Rails.	Head Blocks.	Piles.	Hem- lock Bark.	AMOUNTS ACCRUED.				
					Trespass and Interest.	Timber Dues.	Ground Rent.	Bonus.	Total.
					\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
.....	.....	.....	.....	.....	4,434 07	134,220 01	20,901 00	.....	159,555 08
148	.....	.....	.....	.....	1,451 47	62,731 77	4,093 00	.....	68,276 24
1,336	503	170	600	98	21,565 66	382,773 50	32,717 00	172,551 22	609,607 38
1,484	503	170	600	98	27,451 20	579,725 28	57,711 00	172,551 22	837,438 70

AUBREY WHITE,  
Assistant Commissioner.

## APPENDIX No. 9.

RETURN of the number of locatees and of acres located ; of purchasers and of acres sold ; of lots resumed for non-performance of the settlement duties, and of patents issued under the "Free Grants and Homesteads Act" during the year 1891.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of persons located.	Number of acres located.	Number of purchasers.	Number of acres sold.	Number of lots of which have been cancelled.	Number of patents issued.
Baxter .....	Muskoka	J. W. Dill, Bracebridge	8	916	...	...	...	7
Brunel .....			3	400	...	...	2	5
Chaffey .....			9	1,032	1	67	6	3
Draper .....			7	839	2	24	8	3
Franklin .....			6	803	1	18	6	3
Macaulay .....			1	96	...	...	1	3
Medora .....			7	1,277	2	81	10	4
Monck .....			...	...	...	...	...	1
Morrison .....			13	2,070	...	...	12	2
Muskoka .....			8	959	7	...	7	3
McLean .....			7	762	...	...	3	...
Oakley .....			1	200	...	...	...	9
Ridout .....			5	637	...	...	6	...
Ryde .....			3	400	...	...	2	3
Sinclair .....			6	1,014	2	30	1	5
Sherborne .....			...	...	...	...	...	2
Stephenson .....			8	993	...	...	4	5
Stisted .....			8	901	...	...	11	8
Watt .....			4	330	...	...	1	8
Wood .....			13	1,958	...	...	11	4
Cardwell .....	Parry Sound	Mrs. T. Mackay, Parry Sound	6	1,142	...	...	10	3
Carling .....			5	882	...	...	2	2
Christie .....			1	198	...	...	2	1
Ferguson .....			2	400	...	...	2	1
Foley .....			1	120	...	...	1	3
Hagerman .....			1	98	...	...	1	2
Humphrey .....			1	98	...	...	1	2
Monteith .....			4	566	...	...	3	1
McConkey .....			...	...	1	10	...	3
McDougall .....			...	...	...	...	...	...
McKenzie .....			1	188	...	...	...	...
McKellar .....			4	745	1	60	2	3
Shawanaga .....			1	100	...	...	2	5
Wilson .....			...	...	...	...	...	1
...			2	314	...	...	...	...



	7	698	1	16	1	3
Chapman .....		799				3
Croft .....		789				3
Ferrie .....		789				3
Gurd .....	10	1,584				
Lount .....	6	904				3
Machar .....	5	782	1	10		5
Mills .....	3	600				5
Pringle .....	1	198				1
Ryerson .....	3	500				15
Spence .....	2	288				9
Strong .....	9	1,272				20
Armour .....	2	300				5
Bethune .....	3	404				6
Joly .....	5	795	1	2		6
McMurrich .....	4	761	4	22		5
Perry .....	8	1,080	4	21		3
Proudfoot .....	9	1,389	1	24		18
Hardy .....						4
Himsworth .....	11	1,822	2	112		11
Laurier .....	9	1,576				1
Nipissing .....	2	300				1
Paterson .....	1	160				
Anson .....						1
Glanorgan .....	10	1,347				1
Hindon .....						
Lutterworth .....	4	401	1	21		
Minden .....						4
Stanhope .....	1	115	1	15		5
Snowdon .....	13	1,345				4
Peterboro' .....						
do .....	8	945				7
Haliburton .....	3	350				3
Cardiff .....	16	1,346				1
Monmouth .....						1
Peterboro' .....	13	1,856				
do .....	7	757				1
Galway .....	1	104				5
Bangor .....	1	104				1
Hastings .....	1	100				1
do .....	1	100				
Wicklow .....						
Carlow .....	3	299				3
Cashel .....	2	298				2
Dungannon .....	8	994				9
Faraday .....	13	2,310	1	39		5
Herschel .....	9	1,253				5
Limerick .....	7	995				6
Mayo .....	6	911	1	11		8
Monteagle .....	10	1,492				4
Moultanville .....	5	470				4
						9

## APPENDIX No. 9.—Continued.

RETURN of the number of locatees and of acres located, etc.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of persons located.	Number of acres located.	Number of purchasers.	Number of acres sold.	Number of lots of which have been cancelled.	Number of patents issued.
Abinger.....	Addington	G. W. Dawson, Plevna.						2
Denbigh.....	do							4
Canoto, South	Frontenac		1	107			2	
" North	do							6
Clarendon.....	do							3
Miller.....	do	James Reeves, Eganville.						1
Falmerston.....	do							6
Algona, North			1	97				1
" South								6
Brougham.....			1	100				2
Grattan.....	Renfrew	John Whelan, Brudenell.	1	103				15
Hagarty.....			3	402	1	2	2	6
Richards.....			1	100			1	1
Wilberforce.....			1	100	3	300	2	6
Brudenell.....			6	791			3	9
Griffith.....		James Stewart Pembroke						1
Lyndock.....			2	194	1	5		2
Matawatchan.....	Renfrew		2	261			2	1
Radcliffe.....								1
Ragan.....			2	364	1	1	4	2
Sebastopol.....		Alice	1	144	2	135	2	3
Sherwood.....								5
Alice.....			3	295				7
Buchanan.....			1	105			4	4
Fraser.....			1	100	1	8	2	2
Head.....		James Stewart Pembroke	1	68			1	1
Maria.....	Renfrew							
McKay.....								
Petewawa.....			1	136	1	1	3	9
Rolph.....			1	42			1	1
Wylie.....		Cameron	2	282			2	1
Cameron.....					1	38		1

Bonfield.....	{ Nipissing .....	B. J. Gilligan, Mattawa .....	11	7	11
Calvin .....			3	3	3
Ferris .....			3	3	3
Mattawan .....			5	9	5
Papineau .....			3	58	3
Korah .....	{ Algoma .....	C. P. Brown, Sault Ste. Marie .....	1	160	2
Parke .....			1	80	1
Prince .....			1	2	2
Plummer .....	Algoma .....	J. F. Day, Bruce Mines .....	1	1	1
St. Joseph's Island .....	Algoma .....	George Hamilton, Richard's Landing .....	20	3	74
20			2,341	3	23
20					20
Crooks .....	{ Thunder Bay .....	J. F. Ruttan, Port Arthur .....	3	3	3
Dawson Road .....			3	3	3
Oliver .....					
Atwood .....	{ Rainy River .....	E. J. F. Marsh, Rainy River .....	2	430	
Blue .....					
Curran .....			24	3,264	1
Dilke .....			18	2,746	
Morley .....					
Nelles .....	{ Rainy River .....	E. J. F. Marsh, Rainy River .....	5	800	
Patullo .....			2	110	
Roseberry .....			4	440	
Shenston .....					
Tait .....			1	130	1
Worthington .....			1	14	
Aylsworth .....	{ Rainy River .....	Wm. Wilson, Fort Francis .....	7	1,308	
Barwick .....			6	793	
Crozier .....			3	538	
Devlin .....			9	1,411	2
Lash .....					1
McIrvine .....	{ Rainy River .....	Wm. Wilson, Fort Francis .....	5	719	
Roddick .....			1	144	
Woodyatt .....					
Totals .....			579	79,948	49
				1,389	350
					473

JOSEPH J. MURPHY,  
Clerk in Charge.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, December 31st, 1891.

## APPENDIX No. 10.

## FISHERY OVERSEERS.

## UNDER THE ONTARIO FISHERIES ACT.

NAME.	DISTRICT.	POST OFFICE ADDRESS.	SALARY.
John H. Willmott.....	District of Muskoka.....	Beaumaris .....	\$ 50 00
Francis James Moore. ....	Victoria, Peterborough and Haliburton .....	Lakefield.....	75 00
Norman Clark .....	Lanark and parts of Frontenac and Addington....	Mississippi Station .....	50 00
John T. Little.....	Part of District of Algoma.....	Iron Bridge .....	50 00
Samuel R. McKewen.....	Manitoulin Island.....	Tehkummah .....	50 00
Benjamin McDermott .....	District of Parry Sound.....	Sundridge .....	50 00
Robert R. Smith.....	County of Renfrew .....	Eganville .....	50 00
William McKirdy.....	River Nepigon, Lake Nepigon and tributaries .....	Nepigon .....	50 00
Joseph Whalen .....	Thunder Bay District.....	Port Arthur .....	
John Emmons.....	Rainy River District .....	Rat Portage .....	50 00
John A. Johnson .....	Parts of Muskoka and Parry Sound .....	Parry Sound .....	200 00
John Sullivan .....	Parts of Algoma and Thunder Bay .....		100 00

A. KIRKWOOD,

AUBREY WHITE,  
Assistant Commissioner.DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1891.



# APPENDIX No. 11.

STATEMENT of the number of letters received and mailed by the Department in 1889, 1890 and 1891.

YEARS.	Sales and Free Grants.	Accounts.	Surveys.	Woods and Forests.	Colonization Roads	Transferred to other Departments.	Totals.	Names Indexed.	Enclosures.	Orders in Council.	Returned not called for at address.	Mailed from Department.
1889.....	6,757	926	2,600	3,621	2,853	8	16,257	23,000	33,000	20	27	20,135
1890.....	6,954	1,444	2,486	4,272	2,679	12	17,837	24,000	34,000	24	25	21,022
1891.....	7,068	929	2,432	5,862	2,086	8	18,385	24,600	34,600	51	16	28,292

CHARLES S. JONES,  
Registrar.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1891.

AUBREY WHITE,  
Assistant Commissioner.

# APPENDIX No. 12.

## STATEMENT of Municipal Surveys confirmed during the year 1891.

No.	Name of Surveyor.	No.	Date of Instructions.	Description of Survey.	Date when Confirmed.
	T. Harry Jones.....	559	21st June, 1889 .....	To survey that part of the Town line between the Townships of Windham and South Norwich opposite the 6th Concession of Windham, and to plant stone monuments at the angles of the 6th Concession marking the westerly limit of said Township, and also at the corresponding corners of any Concession lines in South Norwich abutting thereon marking the easterly limit of said Township .....	25th February, 1891.
2	Coad & Robertson.....	562	3rd July, 1889 .....	To survey Canal street, in the Village of Tilbury Centre, and to plant durable monuments, one at the south-west angle of Lot No. 1, corner of Queen and Canal streets, Stewart survey, another at the north-west angle of Lot No. 1, corner of Queen and Canal streets, Carlen survey north, another at the north-east angle of an unnumbered lot in Stewart and Marshall survey at the east end of said Canal street, and a fourth at the east end of said Canal street, on the north side of said street, opposite said unnumbered Lot ...	17th April, 1891.
3	W. E. Yarnold.....	565	7th October, 1889 .....	To survey Lots Nos. 7 and 8, in the 8th Concession of the Township of Pickering, and to plant cut stone or other durable monuments at the front and rear angles of said Lots .....	17th April, 1891.
4	Geo. Gibson.....	567	28th October, 1889.....	To survey the westerly boundary of the Town of Niagara, the same being the boundary between the two Municipalities of the Town and Township of Niagara, and to mark the said line by permanent stone or iron monuments .....	4th July, 1891.
5	Maurice Gaviller . ...	572	18th April, 1891 .....	To survey the Concession line between the 6th and 7th Concessions of the Township of Tiny from the 2nd Concession (old survey) or base line westward to the Georgian Bay, and to plant permanent monuments on said line at the base line, the side road between Lots Nos. 13 and 14, and the side road between Lots Nos. 18 and 19 ...	1st December, 1891.

6	J. M. O. Cronwell .....	570	26th November, 1890.....	To survey the allowance for road lying north of Lot No. 35, in Concession No. 1, Rideau Front, and south of Lots Nos. 26 to 30 inclusive, in Concession No. 2, Ottawa Front, of the Township of Nepean, and to plant durable monuments in such positions as will show said allowance for road.....	16th December, 1891.
7	J. B. Lewis .....	560	22nd June, 1889 .....	To survey Lots Nos. 10 to 23 inclusive on the lines between the 14th and 15th Concessions and between the 16th and 17th Concessions of the Township of South Plantagenet, and to plant durable monuments at the angles of the Lots on said Concession lines, as the same were originally planted.....	28th December, 1891.

GEORGE B. KIRKPATRICK, P.L.S.,

Director of Surveys.

AUBREY WHITE,

Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,

Toronto, 31st December, 1891.

## APPENDIX No. 13.

STATEMENT of Municipal Surveys for which instructions were issued during the year 1891.

No.	Name of Surveyor.	No.	Date of Instructions.	Description of Survey.	Date when Confirmed.
1	David Williams .....	571	19th March, 1891 .....	To survey the 4th and 5th Concession line in the Township of Wolfe Island from lot No. 9, south of base line, southerly to Lake Ontario, and to mark the same by iron or stone monuments .....	1st December, 1891.
2	Maurice Gaviller .....	572	18th April, 1891 .....	To survey the concession line between the 6th and 7th Concessions of the Township of Tiny, from the 2nd Concession (old survey) or base line westward to the Georgian Bay, and to plant permanent monuments on said line at the base line, the side road between lots 13 and 14, and the side road between lots 18 and 19 .....	
3	William M. Davis .....	573	19th June, 1891 .....	To survey the road allowance between the 2nd and 3rd Concessions of the Township of Dunwich, opposite lots Nos. 13 and 14, and mark the same by stone or iron monuments .....	
4	Edward Gardiner .....	574	20th July, 1891 .....	To survey the allowance for road between lots Nos. 2 and 3 in the 3rd Concession of the Township of North Grimsby, and to plant permanent stone or iron monuments at the north-west and south-west angles of lot 2, and at the north-east and south-east angles of lot 3 .....	
5	Joseph M. Tiernan .....	575	1st July, 1891 .....	To survey the concession line between the 1st and 2nd Concessions of the Township of Tilbury East, and to mark the same by stone or iron monuments .....	
6	A. W. Campbell .....	576	8th September, 1891 .....	To survey the south boundary lots 1, 2 and 3 in the 7th Concession of the Township of Yarmouth, and to plant stone or iron monuments at the front angles of said lots .....	

GEORGE B. KIRKPATRICK, P.L.S.,  
Director of Surveys.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1891.



## APPENDIX No. 14.

STATEMENT of Crown Lands surveys in progress and amounts advanced up to date, during the year 1891.

No.	Date of Instructions.	Name of Surveyor.	Description of Survey.	Amount advanced.
1	May 19th, 1891.....	Alex. Niven.....	Base and Meridian lines in the District of Rainy River.....	\$ c. 4,600 00
2	May 26th, 1891.....	J. W. Fitzgerald.....	Township of Clancy.....	3,600 00
3	June 18th, 1891.....	H. R. McEvoy.....	" Bastedo.....	1,400 00
4	June 18th, 1891.....	D. L. Sanderson.....	" Dunlop.....	700 00
5	June 18th, 1891.....	E. J. Rainboth.....	" Vernon.....	1,000 00
6	June 18th, 1891.....	J. S. Laird.....	" Gorham.....	2,000 00
7	June 18th, 1891.....	B. J. Saunders.....	" Ware.....	2,000 00
8	July 10th, 1891.....	Elihu Stewart.....	Certain parts of Township outlines in the District of Algoma.....	1,575 00
9	August 31st, 1891.....	H. B. Proudfoot.....	Re-survey of part of the Town plot of Alberton.....	
10	September 3rd, 1891.....	Jane & Dickson.....	Inspection of surveys, 1891.....	1,330 00
				\$18,205 00

GEORGE B. KIRKPATRICK, P.L.S.,

Director of Surveys.

AUBREY WHITE,

Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,

TORONTO, 31st December, 1891.

STATEMENT of Mineral Lands which have been patented in unsurveyed territory in the Districts of Thunder Bay, Algoma and Nipissing during the year 1891.

No.	No. of Descrip- tion.	Patentee.	Designation of Mining Tract.	A cres.	Amount. \$ c.	Date of Patent.
1	2718	Raphael Pumpelly	Mining locations R437, R438, R439, R440, R441, R442, R443, R444, situated west of the township of Conmee.	943	1886 00	16th January, 1891.
2	2719	G. A. Shaw and W. H. Hunter	Mining location R406, situated west of township of Strange.	82	104 00	16th January, 1891.
3	2721	James W. McIntosh	154E, south of the township of Lybster.	80	160 00	16th January, 1891.
4	2722	James W. McIntosh	156E, south of the township of Lybster.	80	160 00	16th January, 1891.
5	2727	Arthur M. Dodge	F7, F8, south west of Wahnapitae Lake.	63	127 00	30th January, 1891.
6	2728	Michael F. Adams	R376, north Arrow Lake.	81	162 00	30th January, 1891.
7	2730	George E. Ollerhead	R472, on Mattawin River, west of township of Conmee.	78	156 00	2nd February, 1891.
8	2732	Joseph Rochon, <i>et al</i>	R451, east of Schrieber Station.	84	168 00	5th February, 1891.
9	2737	John M. Clark	28, Straight Lake, north of township of Moncreiff.	36	72 00	12th February, 1891.
10	2739	James S. Russell	Mining locations R424, R445, R446, R447, R448, R449, R452, R453, R454, R455, R456, west of township of Conmee.	1133	2266 00	19th February, 1891.
11	2738	O. Shepard and H. Lee	Mining locations R421, R422, R423, R457, west of township of Conmee.	776	1552 00	19th February, 1891.
12	2745	A. M. Eastman	Mining locations R380 and part of R381, south of Whitefish Lake.	290	580 00	11th March, 1891.
13	2750	John Flett, <i>et al</i>	Mining location R103, near Whitefish Lake, included in Lybster.	80	160 00	14th April, 1891.
14	2753	James Hammond	Mining locations 221W, 222W, 223W, west of Mattawin River.	480	960 00	27th April, 1891.
15	2760	Mary Peck	Mining " 30X, 31X, 122X, south east of Whitefish Lake.	215	430 00	29th April, 1891.
16	2761	William C. Caldwell	" W202, W203, W204 on Gumflint Lake.	596	1192 00	27th April, 1891.
17	2784	James F. Whitson	" W5 and W6, west of Wahnapitae Lake.	142	284 00	18th May, 1891.
18	2809	Edgar J. Jarvis	" WR8, WR9, WR10, WR11, west of Wahnapitae Lake.	306	612 00	29th May, 1891.
19	2838	E. J. Jarvis and W. J. Skynner	Mining location WR1, west of Wahnapitae Lake.	35	70 00	16th June, 1891.
20	2839	W. H. Laird	R411, west of Kaministiquia River.	78	156 00	23rd May, 1891.
21	2842	Thomas B. Ross	Mining locations WR5 and WR6, north of township of Morgan.	106	212 00	23rd May, 1891.
22	2843	James W. McIntosh	Mining location 78E, south of Whitefish Lake.	80	160 00	23rd May, 1891.
23	2844	J. K. Leslie and G. S. Macdonald.	WD3 on the west side of Wahnapitae Lake.	28	56 00	29th May, 1891.
24	2845	W. B. Poulton	" WD5 on the west side of Wahnapitae Lake.	45	90 00	29th May, 1891.
25	2846	H. Blain and A. B. Lee	Mining locations R410 and 412 west of the township of Pardee.	160	320 00	27th May, 1891.
26	2847	Raphael Pumpelly	R463, R464, R465, R466, R467 north of the township of McIntyre.	317	634 00	28th May, 1891.

27	2848	Matthew N. Price	Mining location	R432 west of the township of Strange	147	294 00	28th May, 1891.
28	2849	E. D. Moore	"	D south of Straight Lake, Moncrieff.	64	128 00	29th May, 1891.
29	2850	Elias Cronstedt	"	R366 west of Sand Lake	80	160 00	28th May, 1891.
30	2852	B. A. Benington and F. F. Telfer	"	R305 near Sand Lake	78	156 00	28th May, 1891.
31	2856	The Opema Mining and Smelting Co.	Mining locations	157E, 158E in township of Dorion.	68	136 00	5th June, 1891.
32	2857	Edward V. Wright	Mining location	EVW south side of Vermillion Lake	99	198 00	5th June, 1891.
33	2864	S. W. Ray and C. O. Lalonde	"	18E in the 5th concession, township of Strange.	78	156 00	17th June, 1891.
34	2865	James A. Proctor and W. Ward	Mining locations	3P, 4P east of La Cloche	279	558 00	18th June, 1891.
35	2866	S. W. Ray	Mining location	20E on Basin Lake, north of Arrow Lake.	80	160 00	18th June, 1891.
36	2867	G. T. Ware, <i>et al</i>	"	R295 west of Aric Lake, north of Arrow Lake.	80	160 00	23rd June, 1891.
37	2870	T. S. Harris	Mining locations	250X and 251X Port Coldwell, Lake Superior	65	130 00	29th June, 1891.
38	2876	Oliver Daunais	"	R126 and R121 north-west of Whitefish Lake	160	320 00	29th June, 1891.
39	2877	O. Daunais and T. A. Gorham	Mining location	R199 west of the township of Strange	185	370 00	29th June, 1891.
40	2880	W. G. Johnson and A. E. Ware	"	R255 north-west of Whitefish Lake	80	160 00	14th July, 1891.
41	2881	Herbert Shear	"	300E south of Schriber Station	51	102 00	14th July, 1891.
42	2883	Alex. L. Russell	Mining locations	R470, R471, R473, R476, R747, R478, R486, R491, R494, R498, on and near Mattawin River	1764	3528 00	16th July, 1891.
43	2889	Geo. O. P. Clavet, <i>et al</i>	Mining location	33E near Sand River	76	152 00	25th July, 1891.
44	2908	J. R. McMullen and W. Bishop	"	AL43 north of McIntyre	322	644 00	22nd September, 1891.
45	2909	James Hammond, <i>et al</i>	Mining locations	152E, 153E north of the River Mattawin	144	288 00	21st September, 1891.
46	2910	R. Thompson and J. Hammond	"	132E, 133E, 134E on and north of River Mattawin	231	462 00	22nd September, 1891.
47	2911	G. orge Wetherby	Mining location	R354 north of Arrow Lake	80	160 00	22nd September, 1891.
48	2912	Ross Thompson	Mining locations	R468, R469 on Mattawin River	135	270 00	22nd September, 1891.
49	2913	T. Henry Coswell	Mining location	R357 south-east of Whitefish Lake	80	160 00	25th September, 1891.
50	2914	James Holditch	"	"Denedus Islands," Lake Tamagamingue	58	116 00	23rd September, 1891.
51	2917	G. Wetherby and M. Frost	"	R274 Round Lake, west of Whitefish Lake	52	104 00	22nd September, 1891.
52	2918	M. P. Adams and P. A. Egleson	"	R375 north of Arrow Lake	80	160 00	22nd September, 1891.
53	2919	John A. Robb	"	R360 west of Whitefish Lake	80	160 00	22nd September, 1891.
54	2920	F. Jones and G. Wetherby	Mining locations	32E, 34E near Sand River	80	160 00	22nd September, 1891.
55	2921	Herman E. Long	Mining location	121X west of the township of Strange	156	312 00	22nd September, 1891.
56	2922	A. E. Ware and J. A. Robb	Mining locations	R374, R373 west of township of Strange, and R377 west of Whitefish Lake, south-east of Sand Lake	132	264 00	25th September, 1891.
57	2923	Andrew R. Potter	Mining location	R348 on Little Whitefish River	235	470 00	1st October, 1891.
58	2924	A. G. Parkhurst, <i>et al</i>	"	115E south of Lybster	160	320 00	1st October, 1891.
59	2925	A. G. Parkhurst, <i>et al</i>	"	117E south of Lybster	80	160 00	3rd October, 1891.
60	2926	A. G. Parkhurst, <i>et al</i>	"	30E north side of Whitefish Lake	80	160 00	2nd October, 1891.
61	2929	Geo. E. Ollerhead	"	R483 north of Mattawin River	74	148 00	1st October, 1891.
62	2930	John Gamble, <i>et al</i>	"	223X about 20 miles north-east of Michipicoten Bay	69	138 00	1st October, 1891.
63	2951	E. C. Donally, <i>et al</i>	"	M2 north of township of Dryden	320	640 00	1st October, 1891.
64	2956	Albert L. Hatch	"	WD13 north of the township of Lumsden	80	160 00	28th October, 1891.
					160	480 00	19th November, 1891.
					12636 56	25433 00	

GEORGE B. KIRKPATRICK, P.L.S.,

Director of Surveys,

DEPARTMENT OF CROWN LANDS,  
TORONTO, December 31st, 1891.

AUBREY WHITE,

Assistant  
Commissioner.



STATEMENT of Lands which have been patented in unsurveyed territory in the District of Rainy River, during the year 1891.

No.	No. of Description.	PATENTEE.	Designation of Land.	Acres.	Amount.	Date of Patent.
1	R.R. 99	John T. Horne	Mining Locations 86E, 100E, 101E, 102E, on Atik-ohan River ...	265	\$ 530	26th December, 1890.
2	" 101	W. R. Dick and M. Banning	Mill Location, Portage Bay and Winnipeg River, Keewatin ...	27	5	5th January, 1891.
3	" 102	M. N. Garland <i>et al.</i>	Mining Locations, 106E, 107E, 108E, 109E, 110E, 111E, 118E, along the Atik-ohan River ...	515	1030	19th January, 1891.
4	" 103	J. H. Putnam and M. McManus	" K140 and K141 on La Seine River ...	601	1202	19th January, 1891.
5	" 104	Alfred Goulet <i>et al.</i>	" AL40, Clear Water Bay, Lake of the Woods.	62	124	17th January, 1891.
6	" 105	Donald Morrison	" 225E, on Lake of the Woods ...	253	506	23rd January, 1891.
7	" 106	J. Conmee and M. N. Garland	" 233E, 235E, on Atik-ohan River (west halves)	66.5	133	21st February, 1891.
8	" 107	Andrew M. Wiley	" 231E, 232E, 234E, and east halves of 233E, 235E, on Atik-ohan River ...	311.5	623	20th February, 1891.
9	" 108	Essie Gibbins	Mining Location, 86E, on Lake of the Woods, south of Keewatin	50	100	3rd March, 1891.
10	" 109	A. E. McManus <i>et al.</i>	" K142, on La Seine River ...	54	108	14th April, 1891.
11	" 110	A. B. Lee <i>et al.</i>	Mining Locations, 112E, 113E, south of Atik-ohan River ...	160	320	29th April, 1891.
12	" 111	A. B. Lee <i>et al.</i>	" 136E, 137E, 138E, south of Atik-ohan River ...	480	960	29th April, 1891.
13	" 112	G. C. Greenwood <i>et al.</i>	Mining Location, R343, on Hunter's Island	70	140	18th May, 1891.
14	" 113	D. C. Cameron and H. W. Kennedy	" 348E, between Lake of the Woods and Long Lake	68	136	29th May, 1891.
15	" 115	John T. Horne	Mining Locations, 103E, 104E, on west side of Sarawe Lake	206	412	19th June, 1891.
16	" 116	David L. Mather	Mining " AL28, on Vermillion Lake, near La Seine River	80	160	23rd June, 1891.
17	" 117	Wm. J. Schwigler	Mining Locations, 125E, 126E, 127E, 129E, Steep Rock Lake ...	33	66	23rd June, 1891.
18	" 118	L. S. Franklin	Mining Location, XLIV, N. E. of Rat Portage	392	784	10th July, 1891.
19	" 119	S. S. Scovill and Geo. Drewry	West half of Mining Location K16, north of Indian Reserve 38B	160	320	10th July, 1891.
20	" 120	A. Benson and H. Norman	Mining Location, K7, near Pipestone Point, Lake of the Woods.	72	144	14th July, 1891.
21	" 121	D. B. Burdett	" 175E, " "	78	156	30th July, 1891.
22	" 122	D. B. Burdett	Part of 190E, part of 191E, part of 194E, 193E, Mining Locations, adjoining timber limit No. 1, near Pipestone Point.	58	116	29th July, 1891.
23	" 123	D. B. Burdett	Western Lumber Co., Mill Location, south of Rat Portage ...	322	644	29th July, 1891.
24	" 124	C. Brough	" "	159	318	22nd September, 1891.



25	"	125	F. I. Clarke	Parts of Location, K8, south-east of Rat Portage.	32	64	1st October, 1891.
26	"	125½	F. I. Clarke	"	51	102	1st October, 1891.
27	"	126	John F. Caldwell	Mining Location, 318P, north-east of Rat Portage	80	160	1st October, 1891.
28	"	127	H. L. Smith	Mining Locations, 252x, inclusive, on Sheep Rock Lake.	411	822	5th October, 1891.
29	"	128	MacRoy O Loughlin <i>et al</i>	Mining Location, 312P, north-east of Rat Portage	80	160	24th September, 1891.
30	"	129	MacRoy O Loughlin <i>et al</i>	"	160	320	24th September, 1891.
31	"	130	Robert A. Jackson	334P, Rushing River, Bigstone Bay, Lake of the Woods.	33	66	3rd October, 1891.
32	"	131	E. Gibbons and W. Oliver	"	166	332	5th October, 1891.
33	"	132	Thos. Hanson <i>et al</i>	"	72	144	5th October, 1891.
34	"	133	S. J. Green	Portions of Location K8, and part of K1, in the Township of Rat Portage.	12	24	5th October, 1891.
35	"	134	Arthur Harvey	Mining Location, 232P, Yellow Girl Point, Lake of the Woods.	17½	35	5th October, 1891.
36	"	136	S. S. Seavil	"	80	320	19th November, 1891.
37	"	137	John W. L. Foster <i>et al</i>	"	78	156	16th October, 1891.
38	"	138	J. W. L. Foster <i>et al</i>	"	39	78	15th October, 1891.
39	"	139	Minnesota & Ontario Lumber Co.	Mill Location, at Norman, Rat Portage.	30	300	16th October, 1891.
40	"	140	J. Lacourse and F. Bedart	Mining Locations, 150P, 151P, Islands in Manitow Lake	276	276	20th October, 1891.
41	"	141	John S. Whiting	Mining Location, 324P, Plamigan Bay, Lake of the Woods	23	46	24th October, 1891.
42	"	142	A. Neilson <i>et al</i>	"	40	160	19th November, 1891.
43	"	143	Alexander McArthur	"	117	234	9th November, 1891.
44	"	144	William Young	"	223	446	3rd December, 1891.
45	"	147	Jacob Smith and Joseph Thompson	"	35	70	3rd December, 1891.
46	"	148	J. Thompson and W. Young	"	180.5	361	3rd December, 1891.
47	"	149	Geo. T. Orton and Jas. Cooper	"	318	636	7th December, 1891.
48	"	150	The Geo. Heenan Mining Co'y.	The Geo. Heenan, Mining Location on Hay Island, Lake of the Woods	103	206	7th December, 1891.
					7062	\$14555	

AUBREY WHITE,  
Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.  
Director of Surveys

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1891

# APPENDIX No. 17.

STATEMENT of Crown Lands Surveys, completed and closed during the year 1891.

No.	Date of instruction.	Name of Surveyor.	Description of Survey.	Amount paid. \$ c.	No. of acres.
1	June 18th, 1890	J. W. Fitzgerald	Township of Guthrie	428 70	61410
2	June 18th, 1890	H. B. Proudfoot	" Barron	385 98	48514
3	June 24th, 1890	Frank Purvis	" Hawley	124 70	23210
4	August 6th, 1890	Francis Bolger	" Lyman	334 15	23345
5	July 3rd, 1890	Alexander Niven	Line between the Districts of Rainy River and Thunder Bay	525 00	885 68
6	October 21st, 1890	C. F. Aylesworth, jr.	Lots 30, 31 and 32 in the several Concessions of Madoc	156 40	156 40
7	June 21st, 1890	Edmund Seager	Timber Berths in the District of Rainy River	824 38	602 23
8	June 24th, 1890	Henry De Q. Sewell	" Thunder Bay	779 70	19 20
9	October 24th, 1890	T. J. Patten	" 120, 125 and 132 north of Lake Huron	1676 43	23949
10	October 3rd, 1890	James Dickson	Inspection of Surveys, 1890	1633 24	23332
11	March 17th, 1891	The Copp, Clark Co.	Maps of Nipissing District	1857 66	26538
12	June 18th, 1891	W. R. Burke	Township of Fell	1384 81	19783
13	June 18th, 1891	Joseph M. Tiernan	" Porter	1674 26	23918
14	June 18th, 1891	T. B. Speight	Residue of the Township of Dorion	1028 32	609 88
15	June 23rd, 1891	H. B. Proudfoot	Township of Dobie	204 00	1281 15
16	June 23rd, 1891	H. B. Proudfoot	" Carpenter	34 00	218 00
17	June 18th, 1891	David Beatty	Resurvey of portions of 1st and 3rd Meridian lines north of lake Huron	218 00	19 30
18	June 18th, 1891	J. L. Morris	Timber Berths 107 and 113 north shore of lake Huron	251 20	251 20
19	March 16th, 1891	J. F. Whitson	Line between Timber Berths 37 and 43, District of Nipissing	200 00	200 00
20	October 26th, 1889	Edmund Seager	Timber Berths in Rainy River District	10 00	2781 83
21		W. E. Yarnold	Survey of certain locations at Rat Portage	1302 50	7 60
22		G. B. Kirkpatrick	Survey of 8th Concession of North Gwillimbury		
23		Unwin, Foster & Co.	Expenses re enquiry respecting survey of 8th Concession North Gwillimbury		
24		J. F. Whitson	Drawing Maps		
25		Wm. Margach	Drawing Maps		
26		Wm. Margach	Tracing of Rainy River District (part)		
27		The Copp, Clark Co.	Expenses re survey of Timber Berths in Rainy River District		
28		C. Potter	Lithographing Township and District maps		
29			Charts of Lake Huron and Georgian Bay		
				21,250 30	273,999

GEORGE B. KIRKPATRICK, P.L.S.

Director of Surveys,

AUBREY WHITE,  
Assistant Commissioner.

## APPENDIX No. 18.

STATEMENT of Patents, etc., issued by the Patents Branch during the year 1891.

	Number.
Crown Lands.....	239
School ".....	49
Mining ".....	257
Public " (late Clergy Reserve).....	25
Free grants lands, A. A.....	80
" " " under Act of 1880.....	340
Rainy River ".....	50
Licenses of occupation, etc.....	5
Leases, Mining.....	47
Total.....	1,092

JOHN M. GRANT,  
Chief Clerk.

AUBREY WHITE,  
Assistant Commissioner,

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1891.

## APPENDIX No. 19.

STATEMENT of the names of Candidates who have passed their Examinations before the Board of Examiners of Land Surveyors for Ontario during the year 1891.

## PRELIMINARY CANDIDATES PASSED.

Ernest Alfred Farncomb.

Walter Hall.

## FINAL CANDIDATES PASSED AND SWORN IN AS PROVINCIAL LAND SURVEYORS.

John Kimpton Robinson,  
 Edward Thompson Wilkie, Dominion Land Surveyor.  
 Harold Holmes Gibson.  
 Darrell Denman James, Graduate School of Practical Science.  
 James Hutcheon, Graduate School of Practical Science.  
 James Robert Pedder, Graduate School of Practical Science.  
 Thomas Henry Wiggins, Graduate School of Practical Science.

The Board of Examiners of Land Surveyors for Ontario, meets at the office of the Commissioner of Crown Lands, on the first Monday in each of the months of April and November, in every year, unless Monday be a holiday (in which case they shall meet on the day next thereafter, not being a holiday). Section 6, Chapter 152, Revised Statutes of Ontario of 1887.

## PRELIMINARY EXAMINATION.

All persons, with the exception of Graduates of the Royal Military College at Kingston, and of the Ontario School of Practical Science, before they can be apprenticed to a Provincial Land Surveyor, must pass a satisfactory examination before the Board of Examiners in the following subjects: Penmanship, Orthography, Fractions, Decimals, Square Root, Logarithms, Algebra (including Equations to the first degree), Euclid (first four books), Plane Trigonometry, the Rules for Spherical Trigonometry, Mensuration of Superficies, the use of Ruling Pen and Construction of Plain and Comparative Scales.

## FINAL EXAMINATION.

Final Candidates, before obtaining a License to practice, undergo a strict and searching examination before the Board of Examiners in the following subjects, viz: Geometry, including the first six books of Euclid (with the exception of the last thirteen propositions of the Fifth Book); Algebra, including Progressions, Plane and Spherical Trigonometry, Mensuration of Superficies; Laying out and dividing up of Land; Descriptions by metes and bounds for Deeds and other Documents; the Use and Adjustment of Surveying and Levelling Instruments; the laying out of Curves; Practical Astronomy, including finding of time, latitude, longitude, Azimuth, Variation of the Compass, and drawing Meridian lines; the Acts relating to the Survey of Lands in Ontario, the general Mining Act, the Registry Act (so far as it refers to Plans), the Municipal Acts (so far as they relate to Roads, Survey and Drainage), the Ditches and Water Courses Act; the Theory and Practice of Levelling; the Principles of Evidence; Drawing of Affidavits; Taking of Field Notes and Preparing Plans; the Rudiments of Geology and Mineralogy, and the Sufficiency of their Surveying Instruments.

AUBREY WHITE,

Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,  
 Director of Surveys.

DEPARTMENT OF CROWN LANDS,  
 TORONTO, December 31st, 1891.



(Appendix No. 20.)

# DISTRICT OF ALGOMA.

## TOWNSHIP OF PORTER.

TILBURY CENTRE, ONT.,

October 28th, 1891.

SIR,—In accordance with instructions from your Department, bearing date the 18th day of June, 1891, I beg to report having made the Survey of the township of Porter, in the District of Algoma.

Leaving the Sault Ste. Marie branch of the Canadian Pacific Railway at Webbwood, I went north by a lumbermans' waggon road to the Big Bend of the Spanish River, and then down the river by boats to the side line between lots numbers two and three of the township of Baldwin, and thence packed north along said side line to the south boundary of the township of Porter, a distance of about a quarter of a mile. I here took an observation of Polaris for meridian. The magnetic variation is  $4^{\circ} 24'$  west, and is very regular throughout the township, there being very little local attraction.

I began my survey by retracing the north boundary of the township of Baldwin and the west boundary of the township of Hyman for my south and east boundaries. I then ran my concession and side lines west and north in accordance with your instructions.

I had some difficulty in finding the post at the south-east corner of the township owing to a fire having run over a small portion of the corner of the township of Porter, as well as adjoining portions of the townships of Baldwin, Nairn and Hyman. I finally found the post in a partially burnt condition, and replaced it with a new cedar one having the same marks and the same bearing trees as before.

The township, although very rocky in some places, has tracts of considerable area of good soil well adapted for agricultural purposes, about sixty per cent. of the total area of the township being farming land of fair quality. The soil varies from clay loam in some places to light sand in others. The whole of the township except about one thousand acres of brule, is well timbered with pine, cedar, spruce, maple, birch, hemlock, etc.

The pine is of very good quality, except in the rocky lands in the north-western parts of the township, where it is very short and scrubby.

The township is well watered by numerous small creeks and by deep clear lakes, some of these of considerable area.

The rocks are all of the Laurentian formation. No economic minerals were met with during the survey. There is an abundance of game, consisting of moose, bear, red deer, mink, duck, partridge, etc.

There are no settlers on any part of the township. Accompanying this report are the field notes, plan of survey, timber plan, etc., which I trust will be found satisfactory.

I have the honour to be, Sir,

Your obedient servant,

(Signed) JOS. M. TIERNAN,  
Provincial Land Surveyor.

The Honourable A. L. HARDY,  
Commissioner of Crown Lands,  
Toronto.

*(Appendix No. 21.)*

## DISTRICT OF ALGOMA.

## TOWNSHIP OUTLINES.

COLLINGWOOD, ONT.,

December 23rd, 1891.

SIR,—I have the honour to submit the following report on the survey of certain outlines of townships in the district of Algoma, in accordance with your instructions dated 9th July, 1891.

I commenced the Survey at the intersection of the centre of the track of the Canadian Pacific Railway, with a certain base line run by P. L. S. Proudfoot in 1888. This point is about eleven chains and fifty links northerly along the centre of the track from mile post number 503, and six chains and eighty-six lengths west of a spruce post marking the thirty-fifth mile from the east on said base line. This made my starting point seventy-three chains and fourteen links east of the south-west angle of township number three.

After planting posts on said base line at each side of the railway right of way, and also gas pipe alongside of each post and marking both as directed in instructions, I commenced a traverse north-westerly along the line of railway, and continued till by calculation of latitudes and departures, I ascertained the point of intersection of the projected boundary between townships numbers three and four with one of my traverse courses; and from this point I ran the said boundary due north to within one chain of its calculated distance, where it entered a lake expansion of the east branch of the Spanish River.

After placing posts similar to those at the place of beginning on each side of the railway right of way, on this line, I continued the traverse to the intersection of the boundary between townships numbers four and five. I then ran this line due east till it intersected the said lake, then continuing the traverse to the intersection of the next township boundary I ran that boundary north to its limit, and so on with the other intersected boundaries throughout the work, usually running to the nearest corner and adhering as closely as possible to the instructions. There is one exception to this in the case of the boundary between townships, numbers eight and nine, where the line, after being posted on each side of the right of way of the railway is only run a short distance into the woods.

Those lines which were run on the ground are shown by full lines on the accompanying plan, and the others only by dotted lines. I took numerous astronomical observations during the progress of the work, a record of each of which is given in the traverse notes, showing also in each case the error in the bearing of the last course run previous to taking the observation. The average error was about  $0^{\circ} 02' 37''$ , and as very accurate chaining could always be done along the railway, I based the whole work on the traverse, running the township boundaries from the railway to the intersections, and planting the corner posts at such intersections, whether the chainage agreed with the calculated distance or not.

The difference is shown in the notes, and is not more than might be expected when the nature of the ground is considered and also the convergence of meridians.

I may say that I received every accommodation from the railway in the transport of my men and outfit by means of freight trains from point to point on the work whenever I wished to move camp.

I closed the work at Woman River Station by driving a piece of gas pipe about eighteen inches in length down to the surface of the track. Its position can be found by referring to the diagram at the end of the traverse notes.

Regarding the physical character of the country included in the work, I will refer to it for convenience under a few different heads:

First. Regarding its soil, there is some fair land along the valley of the Spanish

River, but of limited extent, the land here being much more hilly and rocky than farther west. In the neighbourhood of Biscotasing and from there west, especially in the neighbourhood of Ramsay Station, there is some very fair soil, and apparently of considerable extent.

Second. Rock Formation—The character of the rocks is that of gneiss and granite, with occasional belts of Huronian slates cutting them. In this latter formation, indications of minerals were observed by frequent copper or iron stains on the rocks.

Third. Timber—During the early part of the present season, the greater part of the country passed over was overrun by fire, killing most of the timber. The only extent of pine worth mentioning within the limits of my work, was in the vicinity of Ramsay Station and Cat Lake, where a considerable quantity and of fair size was met with, a large part of which, however, was injured by the recent fire.

By referring to the plan it will be seen that the height of land between the basins of the Hudson Bay and that of the St. Lawrence is reached near Turnbull Siding. In this neighbourhood the land is generally flat and the timber small, but as Woman River was approached some pine was seen, but of rather a small size.

Fourth. Water—Small lakes are numerous, in some of which fish are found. A very fine chain of lakes extends from Biscotasing to the vicinity of Ramsay Station. These flow into the Spanish River.

Settlers.—With the exception of those in the service of the railway and a few others at Biscotasing and its vicinity, the country is still a wilderness.

I have the honour to be, Sir,  
Your obedient servant,

(Signed) E. STEWART,  
Provincial Land Surveyor.

The Honourable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

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(Appendix No. 22.)

## DISTRICT OF NIPISSING.

### TOWNSHIP OF FELL.

INGERSOLL, ONTARIO,  
August 26th, 1891.

SIR.—I have the honour to submit the following report of my survey of the township of Fell, in the district of Nipissing, according to your instructions, dated the 18th day of June, 1891.

I proceeded en route to Sturgeon Falls where I procured men, canoes, and supplies, and from thence with thirteen of a party up the Sturgeon River, to the trail leading to Tomiko Lake, camping at the head of the lake, which extends about a mile and a half into the township. I first reopened the north boundary of the township of Grant, eastward from Tomiko Lake, to the eastern boundary and then proceeded to work westward and northward, moving camp to different places, until the survey was completed.

The boundaries of this township had all been run before, but I rechaind them carefully, brushing them out where necessary.

The township on the whole is moderately level, more especially the north-eastern part, while towards the south-west it becomes more undulating, but nowhere attains a great elevation.

The soil on the high land is sandy loam and where not stony will be suitable for farming, though somewhat broken by rocky ledges. Several open beaver meadows covered



with a rank growth of grass were observed. The swamps with one or two exceptions were quite dry, and with a soil of a dark sandy loam or a rich black muck, will make excellent grass land when cleaned. The natural drainage is good, and very little land of marshy nature was seen.

The south-eastern part of the township, as far west as Tomiko Lake, had been burnt over a number of years ago, and also a small area in the north-west corner leaving over two-thirds of the land still covered with green bush.

The timber is essentially mixed and of only medium quality. Some good tamarac and spruce of fair size were seen, but the swamps are not very heavily timbered. White birch and poplar were found in considerable quantities, but no black birch worth noting.

The pine is mostly small.

There are several small lakes in the western part of the township, and one in the north-east corner. Tomiko Lake is a beautiful sheet of water and abounds with black bass, pike, and pickerel.

I made an accurate survey of the portion of this lake extending into my township, as well as the smaller lakes.

I have the honour to be, Sir,  
Your obedient servant,

(Signed) W. R. BURKE,  
Provincial Land Surveyor.

The Honourable A. S. HARDY,  
Commissioner of County Lands,  
Toronto.

(Appendix No. 23.)

## DISTRICT OF NIPISSING.

### TOWNSHIP OF CLANCY.

PETERBOROUGH, ONTARIO.

December 21st, 1891.

SIR.—I have the honour to report the completion of the survey of the township of Clancy, in the district of Nipissing, performed under your instructions of the 26th day of May, this year.

I beg to submit also the field notes and plan of the township, all of which I trust will be found satisfactory.

As instructed, I commenced the survey at the south-west angle of the township of Guthrie, and ran the south boundary of Clancy, westerly on the given bearing S.  $69^{\circ} 08' 20''$  west astronomically, to the side line between lots 20 and 21.

I then worked north on side line ten and eleven, carrying up side lines five and six and fifteen and sixteen at either side, and running the concessions in their order, west some fifteen lots, and some twenty, as found convenient.

The north boundary of the township, previously surveyed, having been reached I surveyed out concession lines fourteen and fifteen to the end of thirty-seven lots, the number mentioned in my instructions.

Instead of starting at the south-west corner of the township and running the west boundary north. I, in order to avoid a jog at the north-west angle of the township, which in practice must inevitable occur in arriving at a point nearly ten miles distant over a rough country, adopted as starting point for this line the south-west angle of the township of Niven, or more correctly perhaps, the intersection at that place of the surveyed lines defining its south and west boundaries.

From this point of intersection I continued south, the west boundary of the township



of Niven, to form the west boundary of the township of Clancy, on the proper bearing S. 20° 51' 40" east astronomically, to intersect where it would, the production westwards of the south boundary of the township, thus avoiding all jogs at the corners.

In this case the intersection of the boundaries is in a lake—Victoria Lake. This point is distant from the shore on the south boundary westerly, twenty-one chains sixty-five links, and on the west boundary, southerly, twenty-seven chains sixty-eight links.

It is to be understood that simultaneously with the survey of the west boundary, I carried down the survey of side lines of twenty and twenty-one, twenty-five and twenty-six, thirty and thirty-one, and ran out to the west boundary the several concession lines on the way south.

Regarding the general character of the township, it may be described as follows :

The more descriptive particulars will be found in the field notes.

The whole of the south-east quarter of the township is rolling and hilly, and not infrequently broken by stony knolls and abrupt rocky precipices.

The intervening valleys too, are in some places more or less stony, but nevertheless contain many patches of very fair soil. The Little Opeongo River flows through a block of four to five hundred acres of excellent land in concession one, extending from about lot six to lot eleven.

This section of the township has been lumbered over a number of years, but there is upon it still a considerable quantity of standing green pine, white and red, of commercial value.

Pine trees, when healthy, and not too thick, are less liable to injury from fire than almost any other kind of trees in our forests.

The tall smooth trunk, with only a few high top limbs, helps materially to save the pine tree from destruction by fire. The north-east corner of the township is mostly brûlé. It is undulating and flat in places. The soil is light, cold, sharp sand and clay, on clay, gravel and stone bottom. It is almost destitute of trees of any value, and is at present covered with a young growth of poplars, white birch, jack pine, cherry, hazel, etc.

Along the north side of the township, from side line ten and eleven west, to line twenty-five and twenty-six, embracing concessions thirteen, fourteen, and fifteen, the country is broken by rolling hills, showing more or less clearly defined outlines. The surface is somewhat stony and is interspersed with small swamps, swales, and in places deep miry sloughs. Although generally presenting a rather bare and arid aspect, this tract contains not an insignificant proportion of land suitable for the production of hay and root crops.

From side line twenty-five and twenty-six, to the west boundary, and from the north boundary to the south, and Victoria Lake, the country is diversified by hill and dale. It is heavily timbered with a sound living growth of mixed hardwood and greenwood, including a good proportion of pine, white and red, of dimension and quality.

The surface, though somewhat stony, generally denotes a rich fertile soil extending over a large area.

There are several tracts of large black birch, beech, ironwood, hemlock, and sugar maple scattered over this section.

It is at present being lumbered on in the north end by McLachlin & Co., in the south end by Booth & Co. There is a central part of the township lying between concessions four and thirteen, and lots fifteen to twenty-five, which is now a brûlé. It is traversed by a few stony ridges, but on the bottom slopes and valleys patches of fine land are met with. There is little of any timber of value to be found on this section, it being covered with a scrubby growth of small poplars, balsams, white birch, jack pine, etc., with a sprinkling of tall dead pines towering above the tangle of old fallen trees and the thick crop of underbush beneath.

Although vast quantities of logs have, during many years past, being taken out of this township, the supply is yet far from being exhausted, and by care and guarding from fire the pine timber in it will afford many future seasons employment, and yield an immense quantity of valuable pine logs.

The township is most abundantly supplied with water of the best and purest kind, in the numerous lakes that have their sources in and traverse it.

McKaskills' Lake, a pretty sheet of water, has its source in the township. It bears north-west about two and a-half miles, is about one mile wide at the south end, and for the greater part of its length nearly half a-mile in width. It is the head water of the Bonnechere River, which flows out of it in a north-easterly direction into the township of Niven, where it is joined by a smaller stream, thence it flows south-easterly, re-entering the township and crossing its north-east corner, flows out of it again south-easterly in the township of Guthrie, in lot number thirty-five, concession eleven. From its source it has in its whole course been used for many years as an important stream for the driving of saw logs.

Long Lake, another stretch of clear water bearing also in a north-westerly direction, is about two miles long, varying in width from a couple of chains to half a-mile. It flows south-easterly about two miles into Wilkins Lake, a broad sheet of water nearly two miles long, due south, and one mile wide at the widest place. The united waters then flow, in about the same course, into Robitaille Lake in the south-west corner of the township of Guthrie, and thence easterly joining the Bonnechere River in lot number twenty-two, in concession eleven, township of Guthrie.

The Little Opeongo River has its chief source in a few ponds, in a large marsh south of McKaskills Lake about a quarter of a mile. Another branch comes from the west of the township having its source in a chain of small lakes. The stream averages about sixty links wide and has a good current. There are three lakes on it within the township. Round Lake, a fine sheet of water, having a pretty clear sandy beach along the eastern shore, for the rest the shore is mostly rock and stone, rising gradually to a considerable height in places. Rock Lake, so called from its rocky eastern shore, is another beautiful sheet of clear water.

The Big Opeongo River enters the township on lot number thirty-seven, concession number four. It flows south-easterly through Victoria Lake, about one-half the area of which is in the township.

Victoria Lake is a fine sheet of water, and like the other lakes described, abounds with pickerel and grey trout, the latter up to fifteen and twenty pounds in weight. With regard to the numerous smaller lakes that are scattered in the township, they also are of clear good water, and like the streams running into and out of them contain with other varieties of fish, an abundant supply of speckled trout.

There are no permanent settlers in this township, though in the township west of it there is one of very old standing, and who has considerable improvements made.

Moose, deer, and game generally, have during the last two or three years become scarce in this part of the country, but it is expected that a rigid enforcement of the game laws enacted by the government, will in due time, be the means of replenishing the stock of game of all kinds.

Of the total land area of the township, I would consider about thirty per cent. suitable for cultivation, while at least an equal area of the remainder would be suitable for pasturage purposes.

I have the honour to be, Sir,  
Your obedient servant,

(Signed) J. W. FITZGERALD,  
Provincial Land Surveyor.

The Honourable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

*(Appendix No. 24.)*

## DISTRICT OF NIPISSING.

## TOWNSHIP OF BASTEDO.

ST. MARY'S ONTARIO,  
December, 31st, 1891.

SIR.—I have the honour to submit the following report on the survey of the township of Bastedo, in the district of Nipissing, surveyed under instructions from your Department, dated the eighteenth day of June, 1891. I gained access to the township from Sturgeon Falls via the Sturgeon and Pike Rivers and commenced my survey by brushing out and chaining the southern boundary of the township, making the lots forty chains each in width from number one to fourteen and allowing the last lot or fifteen to take the remainder which proved to be twenty-nine chains. I then ran the side lines north and south and the concession lines east and west astronomically, making the concessions a mile in depth in accordance with instructions, and so carried on the work to completion.

I have to report that I found the west boundary had been run about five years ago by Mr. Snow, Provincial Land Surveyor of Ottawa, for the late David Moore, the owner of the timber berth (now Bastedo), and that the line has been recognized ever since as the boundary between said berth and the one immediately to the west of it, now owned and being lumbered by J. R. Booth, Esq., of Ottawa.

I found that the line was straight and well cut out and blazed, and run from the post at the north-west angle of the township of Field to the post on Provincial Land Surveyor Nivens' base line which I was directed by the instructions to make the north-west angle of the township of Bastedo. Under these circumstances, I therefore brushed out this line and planted the posts where my concession lines intersected the same, and chained the boundary from south to north. The field notes will be found among the returns herewith.

By a mistake of the chainmen lots number six in concessions two and three were made thirty nine chains wide, and lots numbers seven in same concessions forty-one chains wide, and as the error was not discovered until after side line six and seven had been run across concessions two and three it was thought best to allow it to remain, and there were two posts planted accordingly on concession lines one and two and three and four to point out the widths of the lots as above mentioned. There is also a jog of twenty-five links in side line between lots numbers twelve and thirteen at line between concessions numbers four and five, caused by the line being run from the south across concessions one, two, three and four, and from the north across concession five, there are, therefore, two posts at the above point, pointing out the jog on the side line which is to the west on going north.

The lines are all well cut out and well blazed. The township, excepting the portion shown as brule, is thickly wooded throughout, and on this account entailed a great deal of heavy cutting in getting through it.

The township is a very valuable timber limit; a great deal of white pine has been taken out of it and a large quantity yet remains.

There is also a considerable quantity of white spruce which will be valuable as pulp wood. Considerable quantities of good cedar exist in the swamps, and white and black birch, balsam and tamarac make up the remaining kinds of timber.

The township is well watered by lakes and streams all flowing into Sturgeon River. Although the surface of the ground is generally undulating there are no very high hills, and there are tracts of level land of considerable area in places.

The soil is generally a sandy loam and in some places of considerable depth. The granite underlies it and frequently shows itself above the ground. Clay is occasionally met with in the township, but is of very limited extent.



A considerable portion of the third, fourth, fifth and sixth concessions have been burnt over and is now growing up with white birch, poplar, cherry, spruce and tamarac, and in many places the rocks and stones are exposed.

I would say that about fifty per cent. of the township is fit for farming purposes.

The magnetic variation of the needle was found to be  $7^{\circ}$  west.

No minerals were met with.

The township is over-run with moose, bear and the smaller fur bearing animals. Partridges were also very plentiful.

There are no squatters in the township, the only improvements being the clearing and depot buildings for lumbering purposes of the David Moore estate, on lots numbers eight and nine in the second concession adjoining the Pike River.

Herewith I send plan, field notes, timber map, etc., with account.

I have the honour to be, Sir,

Your obedient servant,

The Honourable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

(Signed) H. R. McEVOY,  
Provincial Land Surveyor.

*(Appendix No. 25.)*

## DISTRICT OF THUNDER BAY.

### TOWNSHIP OF GORHAM.

ESSEX, ONTARIO, December 23rd, 1892.

SIR.—In compliance with instructions received from your department, bearing date the 18th day of June, 1891, I have made a survey of the township of Gorham, in the district of Thunder Bay, and have the honour of submitting the following report thereon.

I proceed to the township by boat from Windsor to the town of Port Arthur, and from thence by a waggon road into the township.

Commencing my survey at the south-east angle of the township, I retraced for my south and east boundaries the north boundary of the township of McIntyre and the west boundary of the township of McGregor, and laid out the lots so as to conform as nearly as possible with the instructions and the projected plan sent me, taking into consideration the existing boundary lines as I found them.

The mineral locations that could be found, I connected with my lines of survey and have shown the same as I found them, in my plans and field notes.

The township is comparatively level except the north-east portion which is very high and rocky, and has been all burnt over several times with the exception of a small portion of the north-east corner and other small patches scattered throughout it.

The timber found in the township is principally small birch, poplar, balsam, spruce, cedar and tamarac.

Parts of the township lying along Current River, which flows throughout the entire length of the eastern portion could be utilized for farming purposes, the balance being too rocky to admit of its being utilized for this purpose, the soil being sand and gravel.

The township abounds with partridge, prairie chicken, bear and cariboo, and in the several large streams and lakes fish are found in abundance.

The principal rock formation is Huronian, but no economic minerals were found during the progress of the survey.

Several astronomical observations were taken during the survey, and the variation of the magnetic needle was found to be very regular throughout the work being  $3^{\circ}$ ,  $30'$  east.

Accompanying you will find field notes, plan, etc., of the survey, which I trust you will find correct and meet with your approval.

I have the honour to be, Sir,

Your obedient servant,

The Honourable A. S. HARDY,  
Commissioner of Crown Lands, Toronto.

(Signed) JAMES S. LAIRD,  
Provincial Land Surveyor.



(Appendix No. 26.)

## DISTRICT OF THUNDER BAY.

### TOWNSHIP OF WARE.

BROCKVILLE, ONTARIO,

December 19th, 1891.

SIR.—I have the honour to submit the following report on the survey of the township of Ware in the district of Thunder Bay, surveyed by me under instructions from your Department, dated June 18th, 1891.

I proceeded via Toronto and Owen Sound to Port Arthur reaching the latter place on the 8th day of August. Having purchased supplies and completed my party, I went out on the Dawson road from Port Arthur thirteen miles, and camped on lot number four concession number eight, township of Oliver, near my south boundary.

Operations were commenced by opening out and reblazing both east and west this boundary of the township, which forms the north boundary of the township of Oliver and a part of the north boundary of the township of McIntyre.

I found this work very labourious on account of the lapse of time since the former survey was made, besides the line was in many portions almost obliterated by fires, and in consequence I was compelled for the time being to give up this work along the north boundary of lots numbers thirteen, fourteen and fifteen in concession number eight, township of Oliver.

I then moved to the south-east angle of the township, which point is at the intersection of the north boundary of the township of McIntyre, with the line between sections numbers nine and ten of that township.

Having taken an astronomical observation, I ran the east boundary north to the front of concession number four, making concession number one one hundred and six chains deep. I had arranged with Provincial Land Surveyor Laird, who was surveying the township of Gorham on the east, for each to run one-half of this boundary.

The lines in front of concessions numbers three and four and the side lines between lots numbers two and three, ten and eleven, and eighteen and nineteen in the several concessions were made bases of the survey. Astronomical observations were taken frequently to ensure accurate work.

Connection was made to the different mining locations shown upon the projected plan, and posts were planted on their outlines where the lines run by me intersected them. Like connection was made to the Dawson road lots, but I had much difficulty in finding the outlines of the latter, time and fires having destroyed posts and obliterated the outlines in many portions. I might just here say, that I took the trouble to replace a large number of posts both on the south boundary and on the outlines of the Dawson road lots, endeavoring to use the same material as was employed in the first instance.

I found the distance to the Kaministiquia River, which forms the west boundary of the township of Ware, greater in the northerly half of the township than was shown upon the projected plan, and in consequence have made twenty-one lots in concessions numbers five and six.

Having completed the survey in the main I returned to the south-west corner of the township, and after many fruitless attempts at last succeeded in retracing the north boundary of the township of Oliver in that vicinity. This portion of the boundary is very crooked as will be seen by reference to the plan.

About three-fourths of the township of Ware is covered with brule. It consists of small pitch pine, poplar, birch, alders and hazel, principally with patches of country as open as prairie. The green timber remaining comprises spruce, tamarac, cedar, balsam, birch, poplar and pitch pine. There is no white pine in the township.

The only lake is that on lot number one, concession A, Dawson Road lots, but the country is well watered with numerous creeks and springs. The largest stream within the

township is known as Strawberry Brook. It enters on the north boundary, flows southerly and westerly, emptying into the Kaministiquia River, and drains about three-fourths of the whole township. Its average width is about fifty links. It has numerous rapids and falls with stretches of comparatively still water. There are about fifteen mining locations already surveyed in the township. Iron, silver and gold are found in these.

Magnetic iron ore and hematite are found in the south-west portion of the township, and from the strong magnetic influences must exist in large quantities in lots numbers six to thirteen, concessions numbers one and two. There is a large out-cropping of hematite on lot number fourteen, concession number two, adjoining the northerly limit of the Dawson Road lots.

The north central portion of the township is very rocky and of Laurentian formation. The remaining portion is overlaid with clay with trap-rock and granite out-croppings. The clay soil is of a heavy nature, being of a reddish hue, which imparts a colour to all the streams.

Generally speaking the country is high and it was possible to see from many of the hill tops, Thunder Cape and the adjoining shore of Lake Superior.

The Canadian Pacific Railway runs through the south-west part of the township along the Kaministiquia, while the Dawson Road traverses about five miles of the same portion. At its intersection with the Canadian Pacific Railway is Kaministiquia station.

Outside of railway employees there are only two families of settlers in the township and they are located upon Dawson Road lots.

Bear are numerous and a few beaver are still found. The woods abound with partridge, while prairie chicken were met with in the open spots.

Accompanying this report will be found field notes, etc., of the township.

I have the honour to be, Sir,  
Your obedient servant,

(Signed) B. J. SAUNDERS,  
Provincial Land Surveyor.

The Honourable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 27.)

## DISTRICT OF THUNDER BAY

### TOWNSHIP OF DORION (RESIDUE OF)

TORONTO, ONTARIO, November 14th, 1892.

SIR.—I have the honor to submit the following report of the survey of the residue of the township of Dorion, in the district of Thunder Bay, performed under instructions from your Department, dated June 23rd, 1891.

I proceeded to my survey via the Canadian Pacific Railway to Ouimet Siding, situate in that part of the township of Dorion previously surveyed by Provincial Land Surveyor, A. B. Scott. From this point there is a trail leading to the Ogema Mine, on lot five concession eleven.

The survey was commenced on the 11th day of July by retracing and rechainning the line between concessions seven and eight. All the old mile posts on this line, except between lots numbers four and five were found and were adhered to. As I could find no traces of the posts between lots four and five, or of the line running east from that point. I established the corner by dividing the distance between the next mile post on either side, as was shown in the original field notes of that line.

In carrying out the survey, the instructions were adhered to throughout and astronomical observations were frequently taken, details of which accompany field notes.

The geological formations met with were Huronian and Laurentian gneiss also a few acres of trap-rock. Slight indications of galena were found on lot number four, concession number ten, and lot number nine, concession number twelve, but these were the only indications of economic minerals seen outside the mining locations, already patented. On the north side of Cavern Lake, a large quantity of brown sand stone, suitable for building purposes, if not too friable, was observed.

The Ogema Mining Company, have evidently expended a considerable sum of money in developing their location number 80 E., and had men at work during the progress of survey.

Mining work has also been done on locations 7L and 8L in the north east part of the township.

The surface of the township is very much broken by numerous lakes, high rocky cliffs and deep gorges.

From an agricultural standpoint, the township is of little value—the occasional patches of soil being of a very poor quality.

The entire township has been burnt over, the southern portion having repeatedly suffered in that way, and fire was raging when the survey was commenced, but fortunately for us it was extinguished by being now standing,

The second growth of timber now standing, comprises, poplar, birch, tamarac, spruce, pitch pine, etc., but scarcely any of marketable value.

There are no settlers in the township.

All the lakes and streams contain excellent water and abound in lake trout, and speckled brook trout.

Among the varieties of game seen were bear, cariboo, beaver, partridges and prairie chickens.

General plan, timber plan, and field notes accompany this report.

I have the honour to be Sir,  
Your obedient servant,

(Signed) T. B. SPEIGHT,  
Provincial Land Surveyor.  
The Honourable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 28.)

## DISTRICT OF RAINY RIVER.

### TOWNSHIP OF CARPENTER.

TORONTO, ONTARIO,

December 1st, 1891.

SIR.—I have the honor to submit the following report of the survey of the township of Carpenter—Rainy River District, made under instructions from your Department, dated the 23rd day of June, 1891.

The township of Carpenter lies immediately north of the township of Lash, which fronts on the Rainy River, and is bounded on the west by the township of Dobie and on the east and north by unsurveyed lands of the crown.

A large portion of this township's surface is what is mis-called "muskeg," but which differs from the true muskeg in having a good solid clay bottom at a very small distance from the surface and a limiting of easy drainage. From an examination of the plan of the township it will be noticed that there is a large number of creeks flowing away from and running in all directions from this swamp. These creeks are all good large running streams, with good falls and capable by the expenditure of a small amount of money on each of being converted into drains sufficiently large and deep to carry away all the water from this swamp and convert it into good arable land. The timber on this land is generally very small spruce and tamarac and when drained this land will be exceedingly easily cleaned.



The remaining portion of the township of Carpenter is first-class farming land and as has been demonstrated by Mr. Arch. Reid (lot 10, Con. 1,) who has been three years settled in this township, capable of bearing first-class crops of both roots and grain.

The soil is a good rich clay with a large amount of vegetable matter overlying, and timbered principally with light woods—poplar, spruce, balm of gilead, tamarac, birch and balsam. There is considerable pine of good quality, in small patches scattered throughout the township.

The ease with which the township is reached from the Railroad at Rat Portage—by steam-boat up the Rainy River, which is only two miles distant from the south-west angle of the township, and the encouragement intending settlers will receive on seeing improvements already made by actual settlers, will, I am sure conduce to the early and permanent settling of this district.

Accompanying please find field notes etc., etc.

I have the honour to be, Sir,

Your obedient servant,

(Signed) H. B. PROUDFOOT,

Provincial Land Surveyor.

The Honourable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto

(Appendix No. 29.)

# DISTRICT OF RAINY RIVER.

## TOWNSHIP OF DOBIE.

TORONTO ONTARIO,

November 20th, 1891.

SIR.—I have the honour to submit the following report of the survey of the township of Dobie,—District of Rainy River, made under instructions from your Department, dated the 23rd day of June, 1891.

The township of Dobie lies immediately north of the township of Barwick which fronts on Rainy River, and is bounded on the west by the township of Shenston and on the east by the township of Carpenter. The country lying north of this township is still unsurveyed lands of the Crown. The southerly portion of the township is broken by Indian reserve number eleven (No. 11.) fronting on the Manitou Rapids, Rainy River.

The greater portion of this township is good farming land, easily cleared and capable of bearing excellent crops. A certain portion of the surface is covered by what is miscalled “muskeg” but in reality “open spruce swamp” which will require only a small amount of drainage to make it the most desirable farming land.

The soil is a good rich clay with a large amount of vegetable deposit overlying. The timber is principally light, being poplar, balm of gilead, spruce, tamarac, balsam etc.

As yet there are no settlers in the township of Dobie and only one small clearing has been made; but I am assured that it will be rapidly settled now that it has been surveyed. The territory embraced within its boundaries having been extensively prospected for farms during the past summer alone. From the manner in which the surveyed portions of the district of Rainy River have been settled in the last few years, I can confidently predict that the township of Dobie will have very few unapplied for lots within a year from the time that it is placed on the market.

Accompanying please, find field notes, plan, etc.

I have the honour to be, Sir,

Your obedient servant,

(Signed) H. B. PROUDFOOT,

Provincial Land Surveyor.

The Honourable A. S. HARDY,  
Commissioner of Crown Lands.  
Toronto.



*Appendix No. 30.)*

## DISTRICT OF RAINY RIVER.

## BASE LINES.

HALIBURTON, ONTARIO,

December 24th, 1891.

SIR,—I have the honour to submit the following report on the survey of base lines and outlines of townships along the River la Seine in the district of Rainy River, surveyed under your instructions of the 19th day of May, 1891.

I proceeded to the work on the 29th day of May last via Canadian Pacific Railway to Savanne, and thence by canoes—taking all my supplies, iron posts, etc., with me through “Lac des Milles Lacs” and other lakes to my starting point, which I reached on Saturday evening, the 6th day of June.

Having obtained the necessary observations, I commenced my survey on the 8th day of June at a post planted by myself in 1890, one mile, sixty chains and thirty-six links north of twelve mile post, being twelve miles west of the thirty mile post on the boundary between the Thunder Bay and Rainy River districts, and ran north astronomically to a point six miles north of said twelve mile post.

From the twelve mile post aforesaid, I then ran west astronomically forty-eight miles, sixty-nine chains and fifty-three links to the Indian Reserve number twenty-three at Sturgeon Falls, striking said reserve thirty-eight chains, thirty-three links south of the north-east angle as marked on the ground by an iron post two inches square.

This line is called on the plan “south base line,” the miles are numbered consecutively from twelve to sixty and from the twenty-fourth, thirty-sixth and forty-eighth mile points. I ran six mile lines north, astronomically, as I went along.

I then returned to the boundary between Thunder Bay and Rainy River districts, and from the thirty-sixth mile iron post on said boundary ran west astronomically about sixty miles intersecting the meridian lines mentioned at twelve, twenty-four, thirty-six and forty-eight miles. I then ran south astronomically, intersecting my south base line one chain ten links west of the sixty mile point and making the closing line from north to south six miles and forty links, thus completing the work on the twenty-fourth day of September and getting back to Savanne on the return journey on the first day of October.

The season was, upon the whole, rather favourable for the work. The month of June was warm and we had some warm weather also in September. July was very wet and cold, and August was also cool and often wet and unpleasant.

The south base line may be said to generally follow the valleys of the Atikokan and Seine rivers; crossing them and recrossing them many times.

It also intersects a great many of the mining localities laid out along the streams.

The country through which it runs is generally rocky and broken, although occasionally level stretches intervene.

The north base line runs through a rocky and broken, almost mountainous country. It crosses Partridge lake and the Seine river a number of times, and intersects numerous lakes on its way west.

The six mile lines running from the south to the north base line at the twelve, twenty-four, thirty-six, forty-eighth and sixty mile points generally run across the rocky ridges and there is scarcely any level land anywhere along these lines.

Except along the Atikokan and one or two other places, I did not see any land fit for settlement purposes.

*Timber.*—Most of the country through which the survey was made has been burnt at different times within the last seventy or eighty years, but occasionally we find a tract of pine that has escaped. We find now and then along the Atikokan a few trees, but the principal pine timber met with is along the Seine river and it extends nearly the whole

way from Steep Rock lake to Sturgeon Falls. It is of fair size and chiefly white pine. On the second and third meridian lines there is also a little pine in places, and also on the north base line along the Seine river.

Cedar, tamarac and spruce are also met with in places throughout the country, but there is no great quantity of either of these.

The greater part of the entire district traversed is burnt country or *brulé*, and the timber is chiefly white birch, poplar, spruce and pitch pine from fifteen to forty years old.

*Water*.—The Atikokan river is a stream running from Magnetic lake near the first meridian line westerly and falling into the Seine River on the thirty-third mile. It is from about a chain to a chain and a half in width and where not rapid of considerable depth.

The River la Seine is a fine stream, beginning at "Lac des Mille lacs," and running to Rainy Lake. Generally where it has the character of a river it is from one hundred and fifty to two hundred and fifty feet wide, but it expands in many places into large lakes miles in width. There are long stretches of smooth water upon it, and there are also mighty rapids and falls upon it, making it a difficult and dangerous line of travel for canoes in many places—the last of these, Sturgeon Falls, opposite the west end of the present survey has an almost perpendicular drop of about twenty feet, after passing which the river level is that of Rainy Lake.

I went down as far as the Indian village at the south-west corner of the Indian Reserve, number twenty-three, and saw excellent clay land on both sides of it, the whole way down from Sturgeon Falls.

The lakes are numerous and abound with fish of various kinds, pike, pickerel, etc, Moose, cariboo and partridge were also plentiful.

The geological formations met with are the Huronian and Gneissoid. The iron locations are chiefly along the Atikokan River and the Seine River, including Steep Rock Lake.

A Port Arthur company have had a diamond drill at work during the whole of the past summer at different points on the Atikokan River, and the prospects so far as I could judge were excellent.

Indeed I have no doubt but that iron can be found almost anywhere from the twelfth to the thirty-sixth mile as indicated on plan.

All the lines run were well cut out and well blazed. The average magnetic declination was  $6^{\circ}$  east.

Iron posts  $1\frac{1}{2}$  in. diameter (gas pipe) and three feet long were driven in alongside the wooden posts at every three miles throughout the entire survey, and also at the third, sixth and ninth mile points on south base line run in 1890 as per instructions. These posts were marked with a cold chisel with the number of miles from the district from three miles up to sixty miles on the two lines running east and west, and three and six miles on south side of posts on north and south lines. At all other mile points wooden posts were planted similarly marked, and wherever practicable both iron and wooden posts were mounded with stone and bearing trees taken and marked B. T.

In cases where mile posts came in lakes or rivers the posts were planted on the line and generally on the nearest land, the distance from true position being noted in the field notes of the line.

Astronomical observations were taken whenever practicable, the details of a few of them will be found in the survey returns.

Accompanying this report will be found the plan of survey and field notes with accounts.

I have the honour to be, Sir,  
You obedient servant,

The Hon. A. S. HARDY,  
Commissioner of Crown Lands  
Toronto.

(Signed) A. NIVEN,  
Provincial Land Surveyor.

(Appendix No. 31.)

# REPORT

OF

## THE SUPERINTENDENT

OF

# COLONIZATION ROADS.

To The Honourable A. S. HARDY,  
Commissioner of Crown Lands  
Ontario.

SIR,—I have the honour to report the operations of the Colonization Roads branch of the Crown Lands Department during the year 1891.

The totals of the work amount to about one hundred and forty-four miles of new road construction; four hundred and three miles of repairs upon old highways; thirteen bridges built, aggregating a length of twenty-three hundred feet, and the repair of many others, as given in the following account and summary :

### NORTH DIVISION.

#### BLIND RIVER BRIDGE.

The renewal of about one hundred and sixty-eight feet of the structure which spans the river at its mouth and built in 1886. Two log bridges on the same route. Mississauga road, with a length of three hundred and fourteen feet were each raised two feet and otherwise improved.

#### BRUCE MINES AND PORT LOCK ROAD.

This road, some six miles in length, has been well repaired and ditched, and it is expected will not require any further aid.

#### COCKBURN ISLAND ROADS.

About half a mile of road opened, and being on the twentieth side line north and south of the twelfth concession.



## CROWN POINT ROAD.

A road between Silver Mountain post office and Port Arthur, Duluth and Western Railway, about two miles in length, of which a mile and a half is now constructed.

## DORION ROAD.

Beginning at Ouimet siding on the Canadian Pacific Railway; this road runs in a westerly direction, terminating on lot five in the eleventh concession of the township of Dorion, a length of about nine miles, opened during the season as a winter road.

In order to complete the entire length to the works of the Ogema Mining and Smelting Company, an additional sum of \$400 was allowed, and to which the above-named company added \$200. The account is not yet fully closed.

## GALBRAITH CON. 1 ROAD.

Nearly all the culverts and bridges on this line had been destroyed by fire, and the expenditure of \$145.80 was chiefly repairing such damages across lots five to eight, inclusive, between the first and second concessions, about two miles of improvements.

## GALBRAITH 4 AND 5 CON. ROAD.

This work was begun between lots one and two, and on south half of the fourth concession, thence north three quarters of a mile, thence east half a mile to the boundary between Galbraith and Coffin, then north twelve rods, thence east forty rods between concessions four and five, leading to Thessalon river bridge for an outlet, and completing about two miles altogether.

## GOULAIS RIVER BRIDGE.

The renewal of the structure built about twelve years ago conjointly with the Dominion Government and to be rebuilt upon similar terms, that is to say: each Government contributing one-half its cost. The work is in progress and to be completed during the winter.

## GRAND PORTAGE ROAD.

A mile and a half of excellent work from about the centre of lot number 5, in the sixth concession of the township of Wells, crossing the Mississaga bridge, and eastward to lot number 2.

## GRASSY RIVER ROAD.

Of the portion previously opened, two miles and five-eighths of a mile have been properly graded and ditched. The work was exceptional in character, being mostly through a heavy tamarac swamp.

A road has also been selected and opened roughly from the end of the road to Lake-of-the-Woods, some twelve miles, for the use of inhabitants at seasons of the year when ice cannot be relied upon.

## KAMINISTIQUEA BRIDGE.

Necessary repairs not yet completed.

## LARCHWOOD ROAD.

A winter road now being opened from the Canadian Pacific Railway southward to Vermillion river in the township of Fairbank, and commencing a short distance east of Larchwood station.



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MISSISSAGA BRIDGE.

This structure, which last year was reported as under construction, is now finished and is believed to be an excellent work.

## OUIMET AND BLACK BAY ROAD.

About six miles opened thirty feet wide as a good winter road from Ouimet siding on the Canadian Pacific Railway to Black Bay on Lake Superior.

The Dorion road before described is a continuation of this road westward from the railway.

## PARKINSON ROAD.

A continuation from the second concession on line between lots eight and nine Parkinson northward, and across White River to the fourth concession, nearly two miles. A bridge is necessary in order to open the road for full traffic.

## PINE RIVER ROAD.

A new short road in the township of Dilke, in the Rainy River district, and constructed northward from the main road between sections 27 and 28, and sections 33 and 34, a total length of one and three-quarters of a mile according to the overseer's report.

## POINT DE MEURON BRIDGE.

Certain necessary repairs which must be made during winter when ice can be travelled upon. The work is in progress.

## PORT FINLAY ROAD.

Twelve miles repaired, including some excellent ditching, which has put the road in a generally good condition throughout.

## PORT LOCK AND PORT FINLAY ROAD.

Of this road two miles were thoroughly ditched and improved.

## RABBIT MOUNTAIN AND WHITEFISH LAKE ROAD.

Four miles of construction and six miles of repairs. The road is now opened to Whitefish Lake, and is twenty-eight and a half miles in length from Murillo station of the Canadian Pacific Railway to its westerly end, and is a most valuable highway.

## RAINY RIVER ROAD.

Somewhat less than three miles of graded and completed work over that before opened in a cheaper manner, and of the portion graded last season it was found necessary to specially drain half a mile, which the overseer indicates was equivalent to new work.

## RAT PORTAGE AND KEEWATIN ROAD.

Some necessary and difficult work upon a sidling hill on this main road, amounting to something like three-quarters of a mile of repairs.

## RAT PORTAGE AND RAINY RIVER ROAD.

The grading and general improvement of the road towards Rainy River for between one and two miles. An exact report of the quantity of work done has not yet reached the Department.

### ROCK LAKE ROAD.

Over two miles of new road in the township of Coffin, being from the south end of the third concession north between lots 11 and 12 to about the centre of the fourth concession, but involving a deviation into lot 12 in the latter concession to avoid a rocky bluff.

### SILVER CREEK ROAD.

A little over a mile and a quarter of thoroughly made road from about a quarter of a mile west of the 12 mile post on the Rabbit Mountain and Whitefish Lake Road northward to the Port Arthur, Duluth and Western Railway, and is of the utmost importance to shippers of ore from Beaver Mines and others in that locality.

### SILVER MOUNTAIN ROAD.

A road similar to that last mentioned and running from the new railway into the mines. It is almost a mile and a half in length (7,800 feet) and is graded throughout. Some crosswaying is said to be required over certain portions before it is sufficient for very heavy traffic.

### SLATE RIVER VALLEY ROAD.

Opened across lots 16 and 17, between the third and fourth concessions, and between the second and third concessions through lots fifteen to twenty-four inclusive (excepting lot 16), all in the township of Paipoonge.

This road now reaches within half a mile of the old Rabbit Mountain road, and when completed will be a good waggon road from Slate River to Whitefish Lake. The distance made this season is four miles.

### SPANISH RIVER ROAD.

East of Massey station, on the Sault branch of the Canadian Pacific Railway, three-quarters of a mile constructed from the Sable River bridge eastward and a bridge one hundred feet long and twenty-one feet high erected.

Again, between Massey and Walford, beginning at the south-east quarter of section 25 Salter, two and a quarter miles were made eastward.

### THESSALON ROAD.

A short road in the township of Thompson opened for about half a mile.

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## WEST DIVISION.

### ARMOUR 12 AND 13 CONCESSION ROAD.

This work was commenced on lot number 14, between the twelfth and thirteenth concessions of Armour, angling from thence through the thirteenth concession to and into lot 18, a length of about a mile and a quarter, chopped fifty feet wide and otherwise partially improved.

### AXE LAKE ROAD.

Three-quarters of a mile constructed from the south town line of McMurrich northward, through lots 30 and 31 in the first concession, and into the second concession on lot 31.

A bridge ninety-five feet long was also built over the outlet of Axe Lake, making a large amount of work accomplished for two hundred dollars.

### BEGGSBORO' ROAD.

The improvement of nearly three quarters of a mile ; the work, however, being chiefly upon what is known as " Lawrence Hill " where the road was well nigh impassable. It is in the township of McMurrich, between lots ten and eleven of the fourteenth concession.

### BRACEBRIDGE ROAD.

Two heavy clay hills opposite lots six and seven on the town line between Draper and Macaulay were repaired, the length altogether being some six hundred feet.

### BURK'S FALLS ROAD.

Two and a half miles constructed on the road allowance between the sixth and seventh concessions of Proudfoot, from lot number four to lot number fourteen. A necessary diversion was made into lots twelve and thirteen of the sixth concession.

### CARLING ROAD.

A bridge one hundred and twenty-five feet long with one clear space of thirty-two feet was built over Blair's falls, and two miles of the road repaired from the said bridge westward.

### CHRISTIE ROAD.

Thoroughly improved from Parry Sound road eastward one and three eighth's mile. A deviation one hundred and sixteen rods in length was made to avoid a heavy and almost impracticable hill, the municipality providing the necessary right of way at a cost of some sixty dollars.

### EAGLE LAKE ROAD.

The construction of three and a half miles through heavily timbered land, beginning at lot thirty-three in the tenth concession of Lount, passing from thence through lots thirty-four and thirty-five in the same concession to the eastern boundary of Ferrie, thence in the last named township through lots one to five in the eleventh concession, six and seven in the twelfth concession, eight, nine and ten in the thirteenth concession, and eleven and twelve in the fourteenth concession, there connecting with the Northern road. Some repairs were made on the portion before opened as Mecunoma Road six years ago.

### HIMSWORTH ROAD.

A new bridge on this road which is between lots twenty and twenty-one of the township of Himsworth was built over McGilvray's creek in the tenth concession at a cost of about two hundred and fifty dollars ; the balance of the expenditure being for repairing and protecting a structure over South River in the thirteenth concession on the same road.

### HIMSWORTH 25 AND 26 S. LINE ROAD.

Beginning at the Westphalia road a mile and a quarter was opened southward between lots twenty-five and twenty-six to Trout Creek, and thence angling through lot twenty-six in the second concession and lot twenty-seven in the first concession. Again half a mile of chopping and crosswaying was done on the north town line of Laurier connecting with the above road, and on the road allowance between lots thirty and thirty-one about one hundred dollars were spent in making fifty rods of crossway and road in the second and third concessions of Gurd, in order that settlers might reach the Westphalia road.



## INDIAN PENINSULA ROADS.

There have been four and a half miles of road constructed and eight and a half miles repaired, namely :—four and a half miles on the Bury road in opening the same from lot seventeen to lot thirty-six in the township of St. Edmunds at a cost of \$782.90. A passage now exists through the Peninsula from Tobermory but portions are yet very incomplete.

Five miles of repairs in the township of Lindsay, from lot one to lot twenty two, between the second and third concessions, the cost being \$529.77 ; two and a half miles of excellent repairs made in the township of Lindsay, from lot fifteen northward between the fourth and fifth concessions, to lot thirty six for the sum of \$520.25 ; and on the West Lake Shore road and the side line between lots twenty and twenty-one \$201.85 were expended in repairing something over a mile.

## JOLY BRIDGE AND ROAD.

The sum of \$77 was spent in repairing and raising a bridge over the north branch of the Maganetawan river on this road, the balance of the appropriation being used in opening the road allowance between concessions six and seven, from lot thirty one of Strong eastward to lot number five of Joly, a length of one and three quarter miles ; more than half a mile of which was crosswaying.

## KEPPEL ROADS.

Two main roads repaired in the township of Keppel, one being that from Hepworth south-easterly, which was substantially improved for a mile and a half through a very bad swamp ; and the other, that known as Centre Road, which received repairs between concessions eight and twenty-three—four miles—making five and a half in

## MACAULAY ROAD.

Repair of three and a quarter miles in the township of Macaulay, from end of last season's work towards Bracebridge.

## MAGANETAWAN ROAD.

On the fourth and fifth concession line a mile and three-fourths of a mile were opened, beginning at lot number seventeen, and ending at lot number twenty-five ; but requiring diviations on lots eighteen, twenty-one, and twenty-four owing to natural obstacles. The cost of the above was \$517.63, and that of an equal amount of repairs which were made practically on the town line between Armour and Strong from lot sixteen eastward was \$400. On the latter portion a diversion in lot twenty-two into the fourteenth concession of Armour was necessary.

## MILLS ROAD.

Valuable improvements made for two and a half miles from its intersection with Golden Valley road northward in the township of Mills.

## MILLS AND STARK SWAMP ROAD.

A road begun last year, and this season opened across lots twenty-two, twenty-three and twenty-four ; and being on the concession road allowance between six and seven of Armour.

## MONTEITH AND PERRY ROAD.

Half a mile of repairs between Emsdale, and Sprucedale, chiefly upon hills and a swampy section of the road.



### MUSKOKA ROAD.

Now opened to the Westphalia road which is between the second and third concessions of the township of Gurd, the road itself being between lots fifteen and sixteen of the said township, and between lots twenty and twenty-one of Machar. About a mile and a half opened this season through a rough and heavily-wooded country. Further improvements are needed before this portion can be said to be fully completed.

### MUSKOKA AND BOBCAYGEON ROAD.

Two miles built beginning at the termination of last season's operations, and from thence through lot number six of concession five, and lots five to two inclusive of concession four Franklin. Owing to the destruction by fire of Oxtongue bridge, built in 1883 and rebuilding of the same at a cost of about \$400, the Bobcaygeon road was not reached as intended, while a large amount of work was accomplished for the expenditure \$801.92.

### NAISCOODTYONG BRIDGE.

Necessary repairs ; the bridge being unsafe for the mail and other traffic.

### NORTH CARDWELL ROAD.

Produced from Axe Lake road, lot number four in the third concession of Monteith, south westerly through lots four and five to the road allowance between the second and third concessions, and from thence westward on the last named line to lot number ten, making one and three quarters mile of good road through a heavy timbered section of country.

### NORTHERN ROAD.

Seven miles of repairs between McKellar and Parry Sound, consisting largely of the renewal and repairs of bridges, culverts and crossways. The condition of the road is very much improved.

### NORTH-WEST ROAD.

Two miles of road graded and completed, thus giving access to the Georgian Bay from the main road in the township of Shawanaga.

### OAKLEY 25 AND 26 SIDE LINE ROAD.

The opening of this side line from Wood Lake in the eighth concession northward was a mile and a half of heavy construction.

### ORANGE VALLEY ROAD.

This work was between concessions four and five of McKellar township, and a road one mile in length was made across lots seventeen to twenty-one to connect with McKellar centre road. A bridge over McGee's Creek, destroyed by fire, was also rebuilt at a cost of about one hundred dollars.

### PRINGLE 12 AND 13 CONCESSION ROAD.

Opened from Commanda Lake road westward to lot number thirty-one, a mile and a half.

### RYERSON CENTRE ROAD.

The repairs made this year were chiefly on that portion of the road which lies on the road allowance between lots ten and eleven of Ryerson, and consisted of nearly three miles of substantial improvement from concession nine northward. About \$160 were, however, spent in building a high crossway twenty-eight rods in length, with thirty-six rods of approach on the fifteenth and sixteenth side line, and towards which latter the municipality contributed twenty-five dollars in cash.

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#### SHAWANAGA BRIDGE.

A bridge on the North-West road very much damaged by fire and destroying all traffic on that route. Repairs are not yet completed and may cost thirty or forty dollars more than the sum already advanced.

#### SOUTH ARMOUR ROAD.

Three and a half miles repaired, beginning at or about lot number nineteen of the second concession of Armour, and extending the improvements eastward.

#### SPENCE 5 AND 6 SIDE LINE ROAD.

Between concessions four to seven on this side line a mile and a quarter of road was built through a rough section of country, involving deviations from the road allowance in the fifth, sixth and seventh concessions.

#### STRONG TOWNSHIP ROADS.

Two and a half miles were opened on the road allowance between lots twenty-five and twenty-six from concession ten to the south boundary of Machar, the cost being \$720. The balance of expenditure was made in opening three-quarters of a mile of low swampy land on the twentieth side line, and half a mile between concessions twelve and thirteen, making four miles of construction.

#### WESTPHALIA ROAD.

An extension of road a little over one mile and a quarter through a very rough and heavily wooded district. This highway is from Trout Creek station of the railway westward to Commanda, on the Rosseau and Nipissing road.

#### WHITESTONE VALLEY ROAD.

Repairs of a very permanent nature dating from last season's work westward for a length of nearly two miles.

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#### EAST DIVISION.

##### ADDINGTON ROAD.

This road was improved from the head of Massanoga Lake northward seven and a half miles. The Massanoga Bridge was repaired as to its covering, in which two hundred and sixty pieces of flatted cedar were used. The stringers of Mississippi Bridge on this same road were renewed, and Bear Creek bridge was renewed; the latter at a cost of about sixty dollars, of which the Canada Lumber Company gave thirty dollars.

##### ADMASTON AND SCOTCH BUSH ROAD.

Two miles of repairs in the township of Admaston through lots twenty-five and twenty-six of concessions nine, ten and eleven.

##### ANSTRUTHER ROAD.

Repaired from lot thirty-five in the second concession to lot thirty-six in the tenth concession of Anstruther six miles.

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 ASHDOD AND CALABOGIE ROAD.

This road is between concessions ten and eleven of Bagot township, and received three miles of repairs from lot number twenty-four to the Madawaska River, at the foot of Calabogie Lake.

## BOBCAYGEON ROAD.

Commencing at the boundary between the townships of Harvey and Verulum the road was repaired northward seven miles.

## BONFIELD BRIDGE AND ROAD.

A bridge, the covering of which is one hundred and thirty six feet long and comprised of six piers, two abutments and superstructure was built over Booth's slide on Kaibuskong Creek, and three-quarters of a mile of road repaired.

## BONNECHERE RIVER AND BARRY BAY ROAD.

Three miles of construction along the south side of Bonnechere River westward, from the bridge at the head of Golden Lake in North Algona.

## BOOTH ROAD.

The repair of a road built last year from lot thirty-eight concession twelve, Anstruther westward, and an extension of the same half a mile, altogether about four miles improved.

## BUCKHORN ROAD.

Of this road four miles were repaired in the townships of Harvey and Cavendish, from lot number twenty-nine of the former township northward. An equal length of substantial work was done on the portion south of Hall's bridge, and towards which latter the County Council of Peterborough and Township Council of Smith appropriated each seventy-five dollars.

## BURLEIGH ROAD.

General repairs extending over eighteen miles between Cheddar and Burleigh Falls

## BURNT RIVER BRIDGE.

The renewal of a bridge on the Monck Road, in the township of Glamorgan, having one main opening of forty-five feet, and a total length of two hundred and forty feet.

## CALDWELL ROAD.

This work was begun at lot number eight, in the fourth concession of the township of Caldwell, and continued from thence westward upon the north side of the railway, when, crossing the same about lot number ten, it was produced along the south side of the railway into the township of Kirkpatrick to lot number five, a length of about five and one-half miles.

A branch was also made between lots eight and nine in Caldwell, from the fourth concession southward to the second and third concession line; thence east a short distance, thence southward on a curve between lot eight and part of lot seven in the second concession, and thence again south between lots eight and nine to make a distance of three and three-quarter miles.

## CALLENDER AND NORTH BAY ROAD.

Two and a-half miles constructed, and one mile repaired. The new portion is from about lot number six in the eighth concession of Ferris, north-westerly to lot thirteen in the ninth concession, the repairs being in the township of Bonfield.

## CARLOW ROAD.

From the Mississippi Road northward five miles of this road were repaired.

## CAVENDISH ROAD.

There has been six and a-half miles of new road opened, and four miles repaired this season in the northern portions of the township, including the repairs of several small bridges.

## CAVENDISH AND GLAMORGAN ROAD.

Fourteen miles of general repairs from lot twenty-two in the second concession of Glamorgan southward to lot thirteen in the third concession of Cavendish.

## CHANDOS ROAD.

From Apsley eastward to the township of Lake, about ten miles were repaired. A deviation was made on lot number thirty-four in the second concession of Anstruther.

## DESERT LAKE ROAD.

Work commenced at the Fermoy and Sydenham Road, lot seven, concession fourteen, Loughboro', and from thence south-westerly, crossing lot six, concession thirteen, and the outlet of Mud Lake on lot number five, and continuing to lot number one in the tenth concession, a distance altogether of six miles, which had previously been roughly opened, and now put into good general repair.

## DEVIL'S LAKE ROAD.

Four and three-quarter miles of repairs upon a portion opened cheaply last year and in the report fully described.

## EGANVILLE AND FOY ROAD.

Between Eganville and Hurd's Creek five miles of repairs were effected, and two miles and a-half also improved from the Opeongo Road towards Eganville, on the portion known as "The Mountain," which was very bad.

## ELDON ROADS.

In the township of Eldon three works were executed, one being the opening of three quarters of a-mile in the fifth concession across lots fourteen, fifteen and sixteen, and through a swamp which completely prevented summer traffic. The cost of the above was about \$500.

A second work was three miles of repairs, costing some \$300, and was on the road from lot number two of concession three northward, and the third consisted of one mile of substantial repairs from lot twenty-two south on the third concession line.

## FRONTENAC ROAD.

Repairs over seven and a-half miles, from near the boundary between Hinchinbrooke and Olden northward.

## GALWAY ROADS.

This appropriation was devoted to the repairing of several portions of existing roads, and the opening of several new ones in the township of Galway, and amounts to three and a-quarter miles of construction and twelve and a-half miles of general repairs.



### GANNON'S NARROWS ROAD.

This work is chiefly the construction of a road thirty-two chains in length through lot number seven in the tenth concession of Ennismore, the result of which is a highway leading from a scow ferry placed by the county on Buckhorn Lake, to enable settlers of Harvey to reach their market by a road some sixteen miles shorter than any other route which could be travelled. A high bridge or culvert was built as a necessity in connection with the work for the passage of animals. Of the expenditure (\$356.13) the county of Peterborough contributed \$100, and the township of Harvey \$50.

### GULL RIVER BRIDGE.

The renewal of a bridge on the Bobcaygeon Road at Minden. It is one hundred and fifty-six feet long, and comprised of three openings each, forty, twenty-seven, and twenty-eight feet, with proper approaches.

### HAGARTY AND BRUDENEL ROAD.

Two miles of substantial repairs on the town line between Hagarty and Brudenel, and three-quarters of a mile also improved between lots twenty and twenty-one, in the fifteenth and sixteenth concessions of Brudenel.

### KALADAR ROAD.

Four and a-half miles repaired from Kaladar Station westward, and the road thereby very much improved.

### KENNEBEC ROAD.

This work was commenced at lot number twenty-eight, in the sixth concession of Kennebec, and ended in the second concession at lot number thirty-two, six miles of repairs.

### LAKE CLEAR AND LYNDON ROAD.

A road five miles long from the Opeongo Road to Lake Clear, in the township of Sebastopol, of which two miles of the worst portions were thoroughly improved.

### LAVANT ROAD.

Repairs made from the town line between Lavant and Palmerston eastward seventeen and a half miles, together with the renewal of a bridge over Big Creek.

### LAVANT AND MISSISSIPPI ROAD.

Four miles of repairs from the town line between Lavant and Palmerston westward; and on the Mississippi road proper, six miles of improvements were effected from its junction with the Lavant and Mississippi road eastward—ten miles altogether.

### LUTTERWORTH ROAD.

Between concessions four and five of Lutterworth, beginning at lot number fifteen, three and a half miles were repaired south-easterly to lot number seven in the second concession; and on the town line between Lutterworth and Somerville, from lot number one westward, a mile and a half was very satisfactorily improved.

### MACKAY'S STATION AND PETEWAWA ROAD.

This work extends from lot twenty-eight to lot thirty five along the sixth concession of the township of Head, a length of two miles well constructed. There was also a log bridge one hundred and eighty feet long and twelve feet high built over a ravine, on lot eighteen in the eighth concession.

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### MATTAWA AND CALLENDER ROAD.

Repaired from a point near Mattawa westward about eleven and a-half miles, and one and three quarters mile constructed between concessions four and five of Mattawa, from lot number eleven to lot number seventeen.

### MATTAWA AND TEMISCAMINGUE ROAD.

Four miles opened and half a-mile repaired. The construction was begun at lot twenty-two in the eighth concession, ending westward on lot number nine in the ninth concession of Mattawa.

### METHUEN ROAD.

This work is in the township of Chandos, consisting of seven miles of repairs, from the south boundary northward.

### MINER'S BAY ROAD.

Six miles repaired upon this road which is in the township of Lutterworth.

### MISSISSIPPI ROAD.

A bridge was built over York River to replace one erected in 1865. The new structure has one fifty feet opening and a total length of one hundred and eighty-seven feet.

Six and a half miles of the road were repaired from the Carlow road westward.

### MONCK ROAD.

Repaired over three and a-half miles from Victoria road in Dalton westward, and between Irondale and Pine Lake eight miles were improved.

### MONTAGLE ROAD.

This was chiefly the renewal of a bridge over Papineau creek. The present one is three hundred and sixty-four feet long, covered with flattened cedar. A mile and a half of road was also improved.

### MOUNT ST. PATRICK ROAD.

Repaired in the township of Brougham, on the north side of the Madawaska river, for six and a half miles. It had previously been chopped out and roughly opened by the settlers and lumbermen.

### MUD LAKE AND PIGEON CREEK ROAD.

A road in the township of Ennismore about three and a-half miles long and improved throughout; the County of Peterborough contributing fifty dollars, and the Township of Ennismore an equal sum.

### MURCHISON BRIDGE.

A new bridge over the Madawaska river in the township of Murchison, composed of a fifty-two feet king-post truss, two other openings of twenty and twenty-seven feet respectively, and total length of about one hundred and fifteen feet. The piers are protected by glancing booms; a necessity on account of log driving on the river. The work is not fully completed, and may cost one hundred dollars more than the sum already advanced on account.

### NOGEY'S CREEK ROAD.

Repairs over about five miles of this road, which runs from Bobcaygeon northward into Galway.

### NORTH BAY AND JUNCTION ROAD.

About two and a quarter miles of well constructed road begun at the boundary between Ferris and Widdifield, and from thence northward on or about lot number sixteen to Trout Lake on the same lot number. A small portion of the concession C line was also opened westward in the direction of North Bay.

### NORTH BAY AND WIDDIFIELD ROAD.

This road was produced northward one mile between lots twenty and twenty-one to Duchesnay creek, and about four and a half miles of the older portion repaired.

### NORTH HARVEY ROAD.

Commencing at lot number eleven in the fourth concession of Harvey this work was continued in a south-easterly direction across the third, second and first concessions to Burleigh Falls, a length of five miles of very satisfactory work.

### NORTH SHORE ROAD.

This road, the main highway between Minden and Haliburton, was repaired over six and a half miles.

### NOSBONSING ROAD.

Three miles constructed, the work beginning at lot number ten, concession six Bonfield, thence west to lot number five, thence south to the fourth concession, and thence west to lot number three.

### OPEONGO ROAD.

Eleven miles improved from D'Acre eastward.

### PAPINEAU 12 AND 13 CON. ROAD.

Two miles opened between lots twenty and twenty-one through concessions eleven, twelve and thirteen ; and a mile and a quarter of the road allowance between concessions twelve and thirteen from lot twenty westward.

### PEMBROKE AND MATTAWA ROAD.

In the township of Papineau four miles were repaired from the east limit of Mattawa eastward ; and in the townships of Maria and Clara, from about half a mile west of Bissett's Creek eight miles were repaired in a westerly direction. Chalk River bridge was also well repaired.

### PERRAULT SETTLEMENT ROAD.

This road is now finished by the construction of two miles, thus opening a highway for settlers in Griffith and Matawatchan to Eganville and Pembroke, which before they had not.

### PETERSON ROAD.

Repaired from what is known as "Bennett's Hill," which is three miles west of Cumbermere, westward six and a half miles.

### POWASSAN AND CALLENDER ROAD.

Two miles and a half of new work and nearly one mile of repairs. The portion opened was on the road allowance between concessions eleven and twelve, from the east side of lot number eight, westward to lot number one in the township of Boulter, and from thence southwesterly almost in a straight line to lot twenty-six in the eleventh concession of Chisholm. The repairs were in the thirteenth concession of Boulter through lot number nine.

### RAYSIDE ROAD.

A road constructed from Fraser's Siding on lot number six of concession two Rayside northward to the sixth concession, the distance being three and a-half miles, and reaching to the northern portion of the township.

### REID ROAD.

Three and a-half miles of work from lot number one to lot number fifteen, all in the sixteenth concession of Galway.

The County of Peterborough gave one hundred dollars and the Township of Galway fifty dollars to aid in the work.

### ROUND LAKE ROAD.

Towards this road work the County of Peterborough contributed one hundred dollars and the Township of Belmont fifty dollars, and with which, and two hundred dollars from the Government, two and a half miles were repaired from lot number sixteen of concession nine Belmont to lot twenty-four, and opened two miles farther as a winter road to lot twenty-nine.

### RYDE ROAD.

This road is on the town line between Dalton and Rama, and was this season opened three-quarters of a mile through a swamp, across parts of the sixth and seventh concessions. The whole length was crosswayed and there is yet a short distance to crossway before it can be said to be fully opened for general traffic.

### SCOTT ROAD.

Six miles repaired from boundary between Chandos and Wollaston westward.

### SPARK'S CREEK BRIDGE.

A bridge one hundred and fifty-two feet long built over Spark's Creek, on lot number thirty-one in the ninth concession of Bonfield.

It has one main span or opening of thirty-two feet, the balance being fifteen feet openings. Half a-mile of grading was also done to form the road leading to the bridge at each end.

### STONY LAKE ROAD.

The sum of one hundred dollars was given to supplement grants of fifty dollars from each, the County of Peterborough and the Township of Dummer, and with which sum four miles and a half of repairs were made upon a road in the township of Dummer from lot twenty-seven to lot thirty-one, and through concessions five to eleven.

### STURGEON FALLS ROAD.

This road was repaired over almost the entire distance between Sturgeon Falls and Verner station, and the distance ten miles.



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STURGEON RIVER ROAD.

Three miles opened from Sturgeon Falls northward between lots four and five of the township of Springer.

## SUDBURY AND BLEZARD ROAD.

This road, which is from Sudbury northward, was repaired for four and a quarter miles, and the whole length is now in very fair condition.

## SUDBURY ROAD.

The work of construction west of Chelmsford was begun at the centre of lot two concession three Balfour, and ended between lots eight and nine, all on the line between the third and fourth concessions of the said township, and the distance three and a quarter miles.

Between Sudbury and Chelmsford one and three quarters mile which was an unopened portion has been well graded and the road now in good condition throughout. The cost of the first section described was about \$800, and of the latter \$700.

## SUDBURY AND WHITEFISH ROAD.

Three and a-half miles wrought over, and being from lot number one, concession one of Snider, to lot number six in the fifth concession of Waters. Nearly one mile of the above was new, being a diversion to avoid unnecessary railway crossings and for the better accommodation of that section and the shortening also of distance.

## TROUT LAKE ROAD.

Improved from lot twenty-one, concession C, Widdefield, three and a-half miles to Trout Lake, and now an excellent road.

## WAHNAPIITAE ROAD.

A road from near Wahnapitae station of the Canadian Pacific Railway northward to the lake of the same name. The work of opening it as a winter road is in progress, and full reports have not yet been received of its exact location or character.

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# SUMMARY OF EXPENDITURE ON COLONIZATION ROADS AND BRIDGES IN THE YEAR 1891.

NAME OF WORK.	Cash.	Supplies from De- partment.	Total.
NORTH DIVISON.	\$ c.	\$ c.	\$ c.
Big Island ..... Road	38 00		38 00
Blind River ..... Bridge	488 86		488 86
Bruce Mines and Port Lock ..... Road	400 87		400 87
Cockburn Island ..... Roads	499 51		499 51
Crown Point ..... Road	731 45		731 45
Dorion ..... "	900 00		900 00
Galbraith, 1st Concesssion ..... "	145 80		145 80
Galbraith, 4th and 5th Concession ..... "	302 99		302 99
Goulais River ..... Bridge	1,000 00		1,000 00
Grand River ..... Road	420 60	80 44	501 04
Grassy River ..... "	1,700 00		1,700 00
Inspection (balances) ..... "	329 65		329 65
Inspection ..... Bridge	1,702 50		1,702 50
Kaministiquia ..... Bridge	500 00		500 00
Lake Shore (balance) ..... Road	18 00		18 00
Larchwood ..... "	550 00		550 00
Lefroy (balance) ..... "	166 74		166 74
Mississaga ..... Bridge	2,777 68	222 31	2,999 99
Ouimet and Black Bay ..... Road	950 00		950 00
Ouimet and Ogema ..... "	299 32		299 32
Parkinson ..... "	502 65		502 65
Pine River ..... "	350 00		350 00
Point De Meuron ..... Bridge	1,000 00		1,000 00
Port Finlay ..... Road	503 22		503 22
Port Lock and Port Findlay ..... "	500 16		500 16
Prince, 3rd Concession (balance) ..... "	20 50		20 50
Rabbit Mountain and Whitefish Lake ..... "	1,650 08		1,650 08
Rainy River ..... "	2,525 00		2,525 00
Rat Portage and Keewatin ..... "	525 00		525 00
Rat Portage and Rainy River ..... "	950 00		950 00
Rock Lake ..... "	400 96		400 96
St. Joseph Island (balances) ..... "	63 34		63 34
Slate River Valley ..... "	840 99		840 99
Silver Creek ..... "	1,507 87		1,507 87
Silver Mountain ..... "	548 65		548 65
Spanish River ..... "	829 52	120 33	949 85
Thessalon ..... "	180 00		180 00
	26,819 91	423 08	27,242 99
Less refunds from works of 1890, viz. :			
Keewatin Bridge ..... \$168 64			
Oliver Roads ..... 111 93			280 57
Total Departmental Expenditure North Division .....			26,962 42
WEST DIVISION.			
Armour, 12th and 13th Concession ..... Road	300 00		300 00
Axe Lake ..... "	200 00		200 00
Beggsboro' ..... "	400 00		400 00
Bracebridge ..... "	200 43		200 43
Burk's Falls ..... "	1,008 67		1,008 67
Carling ..... "	501 38		501 38
Christie ..... "	500 06		500 06
Commanda Creek (balance) ..... Bridge	46 58		46 58
Eagle Lake ..... Road	501 20		501 20
Himsworth ..... "	400 24		400 24
Himsworth 25 and 26 side line ..... "	493 80		493 80
Indian Peninsula ..... Roads	1,841 87	192 90	2,034 77
Inspection (balance) ..... "	1 60		1 60
Inspection ..... "	1,418 57		1,418 57
Joly ..... Bridge and Road	707 14		707 14

SUMMARY OF EXPENDITURE, ETC.—*Continued.*

NAME OF WORK.	Cash.	Supplies from De- partment.	Total.
<b>WEST DIVISION—Continued.</b>			
	\$ c.	\$ c.	\$ c.
Katrine (balance) ..... Bridge	100 00		100 00
Keppel ..... Roads	800 00		800 00
Macaulay ..... Road	600 02		600 02
Maganetawan (balance) ..... Bridge	271 12		271 12
Maganetawan ..... Road	917 63		917 63
Mills ..... "	539 99		539 99
Mills and Stark's Swamp ..... "	303 22		303 22
Monteith and Perry ..... "	253 77		253 77
Muskoka ..... "	397 48	111 89	509 37
Muskoka and Bobcaygeon ..... "	801 92		801 92
Naiscoodtyong ..... Bridge	100 00		100 00
North Cardwell ..... Road	562 84		562 84
Northern ..... "	703 74		703 74
Northwest ..... "	200 00		200 00
Oakley 25 and 26 side line ..... "	598 55		598 55
Orange Valley ..... "	541 15		541 15
Pringle 12th and 13th Concession ..... "	484 13		484 13
Ryerson Centre ..... "	986 37		986 37
Shawanaga ..... Bridge	300 00		300 00
South Armour ..... Road	505 40		505 40
Spence 5 and 6 side line ..... "	530 14		530 14
Strong Township ..... Roads	1,218 80		1,218 80
Trout Creek (balance) ..... Bridge	49 48		49 48
Westphalia ..... Road	682 45	115 48	797 93
Whitestone Valley ..... "	515 31	82 69	598 00
Wolf River ..... Bridge	45 71		45 71
	21,530 76	502 96	22,033 72
Less grant from Municipality of Ryerson .....			25 00
Total Departmental Expenditure West Division .....			22,008 72
<b>EAST DIVISION.</b>			
Addington ..... Road	917 65		917 65
Admaston and Scotch Bush ..... "	305 05		305 05
Anstruther ..... "	219 38		219 38
Ashdod and Calabogie ..... "	570 00		570 00
Bobcaygeon ..... "	609 63		609 63
Bonfield ..... Bridge and	809 26		809 26
Bonnechere River and Barry Bay ..... "	605 40		605 40
Booth (balance) ..... "	13 94		13 94
Booth ..... "	430 00		430 00
Buckhorn ..... "	920 64		920 64
Burleigh (balance) ..... "	69 22		69 22
Burleigh ..... "	960 09		960 09
Burnt River ..... Bridge	400 06		400 06
Caldwell ..... Road	1,157 40	87 06	1,244 46
Callender and North Bay ..... "	895 02	106 26	1,001 28
Carlow ..... "	305 50		305 50
Cavendish ..... Roads	1,349 54		1,349 54
Cavendish and Glamorgan ..... "	800 00		800 00
Chandos (balance) ..... Road	46 57		46 57
Chandos ..... "	300 00		300 00
Desert Lake ..... "	403 08		403 08
Devil's Lake ..... "	397 53		397 53
Eganville and Foy ..... "	778 51		778 51
Eldon ..... Roads	1,019 56		1,019 56
Ferris and Bonfield (balance) ..... Road	25 39		25 39
Frontenac ..... Road	480 99		480 99
Galway ..... Roads	1,298 75		1,298 75
Gannon's Narrows ..... Road	356 13		356 13
Gull River ..... Bridge	835 72		835 72
Hagarty and Brudenel ..... Road	417 25		417 25

SUMMARY OF EXPENDITURE, ETC.—*Continued.*

NAME OF WORK.		Cash.	Supplies from De- partment.	Total.
EAST DIVISION— <i>Continued.</i>		\$ c.	\$ c.	\$ c.
Hollow Lake (1890) .....	Bridge	150 00		150 00
Inspection (balance) .....		165 94		165 94
Inspection .....		2,958 01		2,958 01
Kaladar .....	Road	250 00		250 00
Kennebec .....	"	607 00		600 00
Lake Clear and Lyndoch .....	"	322 69		322 69
Lavant .....	"	999 91		999 91
Lavant and Mississippi .....	"	505 55		505 55
Lutterworth .....	"	255 93		255 93
Mackay's Station and Petewawa .....	"	829 57		829 57
Mattawa and Callender .....	"	998 63		998 63
Mattawa and Temiscamingue .....	"	1,001 15		1,001 15
Methuen (balance) .....	"	114 32		114 32
Methuen .....	"	730 00		730 00
Miners' Bay .....	"	106 60		106 60
Mississippi .....	"	1,451 50		1,451 50
Monck .....	"	1,000 40		1,000 40
Monteagle .....	"	507 02		507 02
Mount St. Patrick .....	"	675 00		675 00
Mud Lake and Pigeon Creek .....	"	209 63		209 63
Murchison .....	Bridge	550 00		550 00
Nogey's Creek .....	Road	359 02		359 02
North Bay and Junction .....	"	900 00		900 00
North Bay and Widdifield .....	"	801 32		801 32
North Harvey .....	"	760 89		760 89
North Shore .....	"	384 93		384 93
Nosbonsing .....	"	882 85	106 26	989 11
Opeongo .....	"	550 90		550 90
Papineau 12th and 13th Concession .....	"	527 82		527 82
Pembroke and Mattawa (balance) .....	"	117 44		117 44
Pembroke and Mattawa .....	"	1,368 87		1,368 87
Perrault Settlement .....	"	598 25		598 25
Perth (balance) .....	"	21 00		21 00
Peterson .....	"	399 12		399 12
Powassan and Callender .....	"	874 94	106 26	981 20
Rayside .....	"	688 50		688 50
Reid .....	"	330 00		330 00
Round Lake .....	"	358 48		358 48
Ryde .....	"	300 00		300 00
Scott .....	"	270 62		270 62
Spark's Creek .....	Bridge	609 56		609 56
Stony Lake .....	Road	219 49		219 49
Sturgeon Falls .....	"	500 25	101 73	1,001 98
Sturgeon River .....	"	1,000 00		1,000 00
Sudbury and Blezard (balance) .....	"	51 00		51 00
Sudbury and Blezard .....	"	892 95		892 95
Sudbury .....	"	1,412 89	87 06	1,499 95
Sudbury and Whitefish .....	"	750 00		750 00
Trout Lake .....	"	256 38		256 38
Wahnapiatae .....	"	600 00		600 00
Less Municipal Grants :		49,459 29	401 31	49,860 60
County of Peterborough .....	\$475 00			
Township of Smith .....	75 00			
" Harvey .....	50 00			
" Galway .....	50 00			
" Belmont .....	50 00			
" Dummett .....	50 00			
" Ennismore .....	50 00			800 00
Total Departmental Expenditure, Eastern Division .....				49,060 60



SUMMARY OF EXPENDITURE, ETC.—*Continued.*

## RECAPITULATION.

	Total Expenditure.	Municipal Grants and Refunds.	Departmental Expenditure.
	\$ c.	\$ c.	\$ c.
I. North Division .....	27,242 99	280 57	26,962 42
II. West Division .....	22,033 72	25 00	22,008 72
III. East Division .....	49,860 60	800 00	49,060 60
Total Department Expenditure.....	99,137 31	1,105 57	98,031 74

HENRY SMITH,  
Superintendent Colonization Roads.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1891.

## APPENDIX No. 32.

LIST of Persons to whom Culler's Licenses were issued under The Ontario Cullers' Act during the year 1891.

NAME.	P. O. ADDRESS.	NAME.	P. O. ADDRESS.
Anderson, M. M. ....	Almonte	Cameron, William .....	Collins Inlet
Allan, James D. ....	Bracebridge	Cain, Robert .....	Midland
Appleton, Erwin B. ....	Bracebridge	Crawford, Stephen W. ....	Thessalon
Albert, Andrew .....	Ottawa	Cochrane, George .....	Peterborough
Adams, J. Q. ....	Longford Mills	Coburn, John .....	Lindsay
Anderson, Patrick J. ....	Campbellford	Crowe, Nathaniel .....	Bobcaygeon
Anderson, J. C. ....	Gravenhurst	Cameron, Alexander .....	Norman
Allan, Alfred .....	Ottawa	Chrysler, Frank R. L. ....	Webbwood
Aikins, Geo. M. ....	French River	Carson, Hugh .....	Rat Portage
Appleby, Ridley .....	Katrine	Carson, Melvin .....	Little Current
Adams, James M. ....	Sault Ste Marie	Cameron, John K. ....	Spanish River
Aylward, James .....	Peterborough	Cassidy, William .....	Little Current
Archibald, John L. ....	Keewatin	Campbell, Archibald J. ....	Little Current
Austin, Wm. G. ....	Renfrew	Close, John L. ....	Arnprior
Anderson, Charles .....	Little Current	Campbell, James R. ....	Eganville
Anderson, John .....	Cartier	Campbell, John A. ....	Galetta
		Caillier, Hyacinthe .....	Arnprior
		Chamberlin, Thomas .....	Bobcaygeon
Boland, Abraham .....	Cartier		
Brown, Singleton .....	Bracebridge	Durrill, John W. ....	Ottawa
Barry, Thomas James .....	Hastings	Dickson, John .....	Sundridge
Blanchet, Paul Frederick .....	Ottawa	Danter, R. W. ....	Parry Sound
Bird, W. S. ....	Parry Sound	Doyle, T. J. ....	Eau Claire
Bayley, James T. ....	Gravenhurst	Dobie, Alexander R. ....	Blind River
Bell, Henry .....	Ottawa	Donally, Richard S. ....	Sudbury
Beach, Herbert Mahlon .....	Ottawa	Devine, William .....	Cook's Mills
Barry, Thomas .....	Millbridge	Durrill, William .....	Nosbonsing
Beaty, W. R. ....	Parry Sound	Draper, Patrick .....	Quyon, Que.
Brooks, Frederick William .....	Mackey's Station	Davis, J. P. ....	Bobcaygeon
Brown, Robert D. ....	Port Sydney	Drum, Patrick .....	Belleville
Breed, Arthur G. ....	Penetanguishene	Durham, Edgar S. ....	Rosseau
Barnes, Thomas George Lee .....	Muskoka Mills	Duquette, Charles .....	Webbwood
Buchanan, Robert .....	Coldwater		
Beck, Jacob Frederick .....	Penetanguishene	Ebert, Andrew P. ....	Pembroke
Bird, Joseph Manly .....	Muskoka Mills	Ellis, Alexander .....	Arnprior
Boyd, John F. ....	Thessalon	Ellis, John .....	Westmeath
Brandon, Martin W. ....	Peterborough		
Bell, John C. ....	Peterborough	Forbes, Christopher McKay .....	McLean's Depot
Bartlett, George W. ....	Warren	Fitzgerald, E. Clair .....	Parry Sound
Brown, Silas .....	Klock's Mills	Farrell, W. H. ....	Ironside, Que.
Boland, W. G. ....	Eganville	French, Louis Wm. ....	Byng Inlet
Baulke, George R. ....	Aylmer, Que.	Freeston, Walter .....	Burk's Falls
Bromley, Thomas .....	Pembroke	Fraser, William A. ....	Mattawa
Bremner, John L. ....	Admaston	Fortune, Owen .....	Trenton
Bromley, W. H. ....	Pembroke	Fraser, David .....	Norman
Bowers, Isaac .....	Little Current	France, John .....	Collins Inlet
Brown, Thomas .....	Barrie	Ford, Charles .....	Wahnapitae
Bass, Walter R. ....	West Huntingdon	Fraser, Alexander, Jr. ....	Westmeath
Bates, Robert .....	Rat Portage	Fairbairn, William .....	Calabogie
		Fraser, Wm. A. ....	Pembroke
Callaghan, Dennis .....	Trenton	Fraser, Foster .....	Pembroke
Campbell, Alexander J. ....	Trenton	Fraser, William .....	Little Current
Carson, James .....	Bracebridge	Fraser, Hugh Alexander .....	Pembroke
Campbell, J. M. ....	Bracebridge		
Campbell, Robert .....	Bracebridge	Green, Norman A. ....	Gilmour
Clairmont, Joseph .....	Campbellford	Green, Samuel E. ....	Parry Sound
Clarkson, Robert J. ....	Parry Sound	Grant, John .....	Flinton
Carruthers, Aaron .....	Hintonburg	Greene, Arthur .....	Ottawa
Calder, Wm. J. ....	Bark Lake		
Chew, Joseph .....	Gravenhurst		
Cole, James Colin .....	Ottawa		

LIST of Persons to whom Culler's Licenses were issued under The Ontario Cullers' Act during the year 1891.—*Continued.*

NAME.	P. O. ADDRESS.	NAME.	P. O. ADDRESS.
George, R. W.	Parry Sound	Kitchen, D.	French River
Gardiner, John	Parry Sound	Kelly, Jeremiah	Sudbury
Golden, Frank Jay	Trenton	Kelly, Ferdinand	Mattawa
Gordon, Robert	Thessalon	King, Napoleon	Mattawa
Gropp, August	Penetanguishene	Kean, B. F.	Orillia
Grozelle, Antione D.	Muskoka Mills		
Goulais, James	Peterborough	Lloyd, Alfred	Severn Bridge
Grayson, Charles	Keewatin	Lawrie, Frank A.	Parry Sound
Gladstone, Henry E.	Cook's Mills	Latimer, James	Frank's Bay
Graham, Edward G.	Wahnapitae	Lemyre, Middey	Campbellford
Griffin, James	Spanish River	Lutz, Jacob	Parry Sound
Gordon, Alexander B.	Pembroke	Luby, John E.	Ottawa
Gareau, Noah J.	Pembroke	Lochnan, James	Pembroke
Gordon, Robert W.	Pembroke	Lozo, John	Trenton
Guertin, Nelson	Petewawa	Loughrin, Lawrence	Pembroke
Gunter, Peter M.	Gilmour	Linton, J. H.	Parry Sound
Glennie, William	Millbridge	Ludgate, James	Peterborough
Gardner, John	Rat Portage	Lynch, W. H.	Collingwood
		Lee, Robert	Huntsville
Hart, James	Gilmour	Longford, Mark	Baysville
Hayes, James	Enterprise	Letherby, Edwin	Midland
Huckson, A. H.	French River	Lovering, William James	Coldwater
Howe, Alexander	Queensborough	Lane, Maurice	Bobcaygeon
Hurd, Edwin	Hurdville	Lenton, George	Peterborough
Hoff, J. S. Morris	Arnprior	Low, Thomas A.	Renfrew
Hutton, John	Hutton House	Livingston, Robert M.	Huntsville
Hutchinson, Wm. E.	Huntsville		
Hogarth, Joseph Rowan	Pembroke	Malloy, Mark	Baysville
Humphrey, John	Gravenhurst	Miller, R. O.	Gravenhurst
Hill, Joshua	Midland	Menzies, Archibald	Burk's Falls
Hall, David	Lovering	Manning, James	Trenton
Hartley, Charles	Peterborough	Martin, Philip	Stoco
Helferty, Dennis	Eganville	Malone, William Patrick	Ottawa
Hamilton, Robert	Rat Portage	Marsh, Esli Terrill	Trenton
Hoppins, Abiram	Kingston	Millar, John W.	Huntsville
Hoppins, Densmore	Kingston	Mutchenbacker, Asa	Rosseau Falls
Haystead, John	Parry Sound	Morris, George F.	Frank's Bay
Henderson, John Irwin	Bobcaygeon	Murray, George, Jr.	Waubaushe
Hartley, William	Millbridge	Maughan, Joseph	Fort William
Higgins, John C.	Peterborough	Margach, William J.	Port Arthur
Humphrey, T. W.	Gravenhurst	Murray, George, Sr.	Waubaushe
		Maniece, William	Peterborough
Irwin, Thomas H.	Parry Sound	Murray, William	Rat Portage
		Morgan, Richard J.	Rat Portage
Jackson, Robert	Brechin	Magee, Thomas Arthur	Rat Portage
Johnson, Finlay	Bracebridge	Murdoch, James	Cook's Mills
Jones, Albert	Victoria Harbor	Munroe, Peter P.	Commanda
Johnson, Thomas	Bobcaygeon	Mason, Benjamin	Westmeath
Johnston, Archibald M.	Norman	Monaghan, John B.	Arnprior
Julien, Charles	Trenton	Monaghan, M. J.	Arnprior
		Mulvihill, John	Arnprior
Kerby, John	Belleville	Moran, Andrew	Rockingham
Kennedy, Robert	Marmora	Mulvihill, Michael	Arnprior
Kirby, Louis Russell	Ottawa	Mann, John	Manitowaning
Kenny, Timothy	Enterprise		
Kirk, Henry	Trenton	McPherson, James S.	Rama
Knox, Milton	Ottawa	McKinley, Edward C.	Toronto
Kinsella, Michael Pierce	Trenton	McClelland, John	Parry Sound
		McFarlane, J. W.	Cache Bay

LIST of Persons to whom Culler's Licenses were issued under The Ontario Cullers' Act during the year 1891.—*Continued.*

NAME.	P. O. ADDRESS.	NAME.	P. O. ADDRESS.
McDonald, Roderick .....	Pembroke	O'Brien, Andrew .....	Ottawa
McCormack, William .....	Pembroke	O'Connor, John .....	Hintonburg
Macpherson, John .....	Ottawa	Oliver, Darcy .....	Wahnapiatae
McEachern, John A. ....	West Gravenhurst	O'Connor, William .....	Nosbonsing
McLeod, Dugald .....	Gravenhurst	O'Neill, James W. ....	North Bay
McClelland, R. H. ....	Parry Sound	O'Donnell, William .....	Penetanguishene
McEvoy, Frank .....	Campbellford		
McDermott, Peter .....	Orillia		
McElroy, John .....	Madoc	Pomery, Peter .....	Trenton
McNabb, Robert J. ....	Parry Sound	Perry, Pringle K. ....	Byng Inlet North
McFadden, James .....	Ottawa	Purcell, William G. ....	Ottawa
McIntosh, James G. ....	Carleton Place	Purvis, John .....	Parry Sound
McInnis, Hector D. ....	Bracebridge	Pattinson, Thomas .....	Bracebridge
McKinnon, Malcolm .....	Bracebridge	Porter, James .....	Uphill
McLean, Daniel .....	Bracebridge	Pearson, John James .....	Lindsay
McKinnon, Archie J. ....	Bracebridge	Paterson, John .....	Wahnapiatae
McKay, D. C. ....	Baysville	Paterson, Alexander .....	Orillia
McDonald, James .....	Parry Sound		
McPherson, Allan .....	Longford	Richardson, Frederick George	Trenton
McDonald, James P. ....	French River	Richards, Richard .....	Tamworth
McFarland, Joseph C. ....	Fort Severn	Riddell, George Alexander ..	Rochester
McNabb, Alexander .....	Thessalon	Richey, Evan .....	Brentwood
McGillivray, Archibald ..	Port Arthur	Randell, Louis D. ....	French River
McGrane, Edward .....	Lindsay	Richardson, Charles Mervyn.	Trenton
McLeod, Donald, Jr. ....	Keewatin	Rochester, Daniel Baillie ..	Ottawa
McDonald, Hector R. ....	Thessalon	Riddell, James .....	Ottawa
McDougall, Duncan .....	Bracebridge	Rice, Asa A. ....	Hull, Que.
McNabb, Alexander D. ....	Warren	Roberts, T. A. ....	Huntsville
McCormack, John C. ....	Sudbury	Ross, Andrew .....	Longford Mills
McNamara, John .....	Byng Inlet	Rose, Donald M. ....	Rat Portage
McGillivray, Duncan D. ....	Algoma Mills	Rawson, Charles Edgar .....	Coldwater
McIntyre, Daniel A. ....	Klock's Mills	Ross, George .....	Waubauskene
McNamara, Lewis .....	Klock's Mills	Roberts, Percy T. ....	Keewatin
McDonald, Sidney C. ....	Mattawa	Ritchie, William D. ....	Little Current
McCool, Christopher L. ....	Cartier	Ramsay, Robert .....	Arnprior
McCallum, Donald .....	Arnprior	Ritchie, J. F. ....	Arnprior
McGregor, Duncan .....	Burnstown	Ritter, Samuel G. ....	Ah-Mic Harbor
McLean, Peter W. ....	Sand Point	Robinson, William .....	Bobcaygeon
McManus, John C. ....	Arnprior	Reid, Joseph B. ....	Lindsay
McNab, Alexander .....	Arnprior		
McFarlane, Alexander .....	Renfrew	Scanlin, William .....	Enterprise
McFarlane, J. D. ....	Stewartville	Sutherland, D. H. ....	Gravenhurst
McFarlane, Duncan .....	Renfrew	Spanner, John .....	Huntsville
McKendry, Wm. B. ....	Arnprior	Shier, James D. ....	Bracebridge
McPhee, Hugh .....	Renfrew	Spooner, W. R. ....	Katrine
McPhee, John .....	Arnprior	Simpson, Alfred E. ....	Wakefield
McLachlin, Peter .....	Arnprior	Souliere, John B. ....	Ottawa
McLachlin, Alexander .....	Arnprior	Shiels, James A. ....	Carleton Place
Mackey, Edward .....	Arnprior	Spargo, George .....	Ottawa
McKewen, Henry .....	Trenton	Smyth, W. H. ....	Byng Inlet North
McDonald, Alfred .....	Peterborough	Salmon, R. H. ....	Baysville
McGeary, John J. ....	Sundridge	Sheehan, Peter F. ....	Loring
McDonald, Archibald W. ....	Gilmour	Stremmer, A. ....	Ottawa
		Shields, Frank A. ....	Parry Sound
Newton, Frank .....	Gravenhurst	Smyth, Job E. ....	Cache Bay
Newburn, William .....	Parry Sound	Sage, Nelson .....	Muskoka Mills
Niblett, James .....	Arnprior	Shaw, Thomas B. ....	Waubauskene
Niblett, Robert .....	Osceola	Swanston, James .....	Peterborough
		Simpson, William .....	Hall's Bridge
		Sadler, Thomas .....	Lindsay
Overend, George J. ....	Tongford Mills		



LIST of Persons to whom Culler's Licenses were issued under The Ontario Cullers Act during the year 1891.—*Concluded.*

NAME.	P. O. ADDRESS.	NAME.	P. O. ADDRESS.
Smith, Patrick Albert .....	Norman	Vollin, Samuel .....	Nosbonsing
Snaith, William J. ....	Mattawa	Vannier, Nelson Joseph .....	Bobcaygeon
Sinn, Wm. F. ....	Arnprior		
Scrim, Robert .....	Arnprior		
Salmon, Alexander C. ....	Baysville		
Tait, Thomas B. ....	Burk's Falls	Watson, William .....	Huntsville
Taylor, C. N. ....	Gravenhurst	Webb, George W. ....	Parry Sound
Thornton, W. D. ....	Longford Mills	Wilcox, Thomas .....	Parry Sound
Trussler, Gilbert .....	Trout Creek	Wheeler, J. A. McL. ....	Tamworth
Thompson, George S. ....	Lindsay	Ward, Joseph W. ....	Ottawa
Thomson, Frederick A. H. ....	Callander	Wilkinson, William .....	French River
Thomson, Francis Henry .....	Nosbonsing	Waldie, John E. ....	Victoria Harbor
Tuffy, John .....	Cartier	Wigg, Thomas G. ....	Thessalon
Train, A. C. ....	Rowan Mills	Wall, Patrick B. ....	Cheboygan, Mich.
		Wells, John R. ....	Little Current
		Whiteside, John .....	Huntsville
		Watt, William .....	Peterborough
Udy, Dean .....	French River	Young, William .....	Severn Bridge
Vigrass, Percy J. ....	Dufferin Bridge	Young, A. J. ....	Cache Bay
Vincent, Joseph .....	Warren	Young, Samuel .....	Coldwater
		Young, Patrick P. ....	Young's Point
		Total .....	371



REPORT  
OF THE  
COMMISSIONER OF CROWN LANDS  
OF THE  
PROVINCE OF ONTARIO,  
FOR THE YEAR  
1892

*PRINTED BY ORDER OF THE LEGISLATIVE ASSEMBLY.*



TORONTO:  
PRINTED BY WARWICK & SONS, 68 & 70 FRONT STREET WEST  
1893.





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REPORT  
OF THE  
COMMISSIONER OF CROWN LANDS  
OF THE  
PROVINCE OF ONTARIO  
FOR THE YEAR 1892.

---

*To His Honor the Honorable GEORGE AIREY KIRKPATRICK,  
Lieutenant-Governor of the Province of Ontario.*

MAY IT PLEASE YOUR HONOR :

As required by law, I submit, for the information of your Honor and the Legislative Assembly, a Report for the fiscal year ending on the 31st December, 1892, of the management, etc., of the Crown Lands of the Province

CROWN LANDS.

The area of Crown lands sold during the year was 30,463 acres, aggregating in value \$30,651.89. The collections on account of these and sales of former years amounted to \$32,159.38.

Under the leasing clause of the Mines Act, 14,176 $\frac{7}{8}$  acres were leased to various parties, upon which there was paid rent to the amount of \$18,700.75. (See Appendix No. 3, page 6.)

CLERGY LANDS.

The area of these lands sold during the year was 1,394 $\frac{3}{4}$  acres, aggregating in value \$1,836.35. The amount collected on account of these and former sales was \$4,571.52. (See Appendix No. 3, page 6).

## COMMON SCHOOL LANDS.

The area of these lands sold during the year was 23 acres, aggregating in value \$95. The collections on account of these and former sales amounted to \$11,579.01. (See Appendix No. 3, page 6.)

## GRAMMAR SCHOOL LANDS.

The number of acres sold during the year was 659 $\frac{1}{4}$ , aggregating in value \$915.25. The collections on account of these and former sales was \$1,117.20. (See Appendix No. 3, page 6.)

## RAILWAY LANDS.

Under "Railways Aid Act" of 1889, 52 Vict., c. 35, certain lands were set apart to be sold for the purpose of forming a fund to recoup the Province in respect of moneys expended in aiding railways. Of these lands, 974 $\frac{3}{8}$  acres were sold, aggregating in value \$939.13. The collections were \$1,627.92. (See Appendix No. 3, page 6.)

## COLLECTIONS AND REVENUE.

The total collections of the Department on account of all sources of revenue were \$2,259,490.76, (See Appendix No. 4, page 7.)

## DISBURSEMENTS.

The total disbursements of the Department on account of all services and expenditures were \$274,206.33. (See Appendix No. 6, pages 9 to 16.)

## WOODS AND FORESTS.

The total collections for the year amounted to \$2,174,591.38, which includes \$1,317,798.59 on account of bonuses. The revenue derived from timber dues, ground rent, etc., was \$856,792.79. (See Appendix No. 7, page 17.)

The sawn lumber trade has not been in as prosperous a condition for many years as during that just closed. The demand for all kinds of lumber has been active, especially for the American market, and in sympathy therewith there has been an advance in prices. This satisfactory condition, so far as the American market is concerned, is owing no doubt in part to the reduction in the import duty on sawn lumber, shingles, etc., entering the United States. The duty, which was a specific one of two dollars a thousand, having been reduced to one dollar a thousand, enabled the coarser grades of lumber to be sent to that market at a profit, and thus much of the tree which was formerly not marketable at a profit and was wasted either by being left in the bush to burn or piled up in the mill-yard to rot, is now taken out and manufactured. The output of pine from the same area of territory will probably be considerably greater than it was before the removal of the duty, as everything that has any merchantable timber in it is now sawn.

There has been a demand for Canadian logs for export, to be sawn at saw-mills in the United States, but the export has not been as large as has been



publicly stated. Should the remaining dollar per thousand duty on Canadian lumber imported into the United States be removed at the next session of Congress, the advantage would all be in favor of manufacturing in Ontario, and it has been represented by those interested that in such case the export of sawlogs would be greatly lessened.

A sale of timber berths by public auction was held on the 13th of October last. The areas sold aggregated 633 miles, and were situated in the Nipissing, Algoma, Thunder Bay and Rainy River districts. Of the total area, 410 miles were in the district of Nipissing on the head waters of the Muskoka, Madawaska and Petawawa rivers, a small part of it being within the region proposed to be set apart as a provincial park. It is surrounded by licensed lands upon which lumbering is being actively carried on. The region contains a great many lakes and streams, well stocked with fish, while game of every kind is plentiful, and it is a great resort of hunting and fishing parties during the summer months. Settlement had approached from the Parry Sound district on the west up to the very confines of the pine timber, and overflowed into some of the townships. Considerable squatting had taken place and a number of settlers were resident with clearings, although every effort had been made to discourage people from settling there. No less than four railways are projected, all of which must pass through this territory, and the plans of the right of way of one of them filed in the Department showed it to traverse the densest pinery in the whole tract. Of this line—the Ottawa, Arnprior and Parry Sound Railway—twenty miles on the west end have already been built, and active construction is proceeding on the eastern end, the intention of the Company being to push the construction through as rapidly as possible. The Canadian Pacific Railway, under the charter of the Atlantic and North-west Railway Company, are also building a road parallel to and alongside of the Ottawa, Arnprior and Parry Sound Railway, on the eastern end of which construction is in progress. Under the circumstances stated, it was evident that the timber was becoming liable to destruction by fire in the immediate future, and that its early disposal would be prudent and advisable.

The sale of a considerable portion of this territory was called for by other considerations. Large saw-mills had been erected at various towns, and lumbering industries, giving employment to and supporting considerable populations, had grown up at these points. From time to time it had been represented to the Government that the limits from which some of these mills drew their supplies of timber were nearly exhausted, and that unless other sources of supply were found, some of them would be obliged to shut down for lack of material to saw; and it was urged that these mill-owners should be given an opportunity of acquiring further supplies of timber by offering this territory, which was tributary to them all, for sale by public auction. From these considerations, that is,—the exposed condition of timber, the necessities of the mill-owners, and the buoyant state of the lumber trade,—it appeared that the time had arrived when the territory should be offered for sale as timber berths.

Advantage was taken of the holding of the sale to dispose of this territory, to offer two townships and a small part of a township in the District of Algoma, which lay within the mining belt and on which prospecting was actively proceeding,—mining locations

having been sold in some of them and a number of applications for others having been filed in the Department. Those berths in the Thunder Bay and Rainy River districts remaining undisposed of at the sale of 1890 were also included in the sale, thus bringing the whole area offered up to 633 miles.

For the purposes of this sale, two important changes were made. First, the pine timber only was offered for sale ; and, second, with respect to the berths in the Nipissing and Algoma districts, the Crown dues, payable when the timber is cut, were increased one-fourth, viz : On sawlogs, from \$1 to \$1.25 per thousand feet board measure, and on square timber from \$20 to \$25 per thousand feet, cubic.

The attendance at the sale was large and representative of the lumbering interests of Canada and the United States. The prices realized were greatly in excess of those obtained at any former sale, the highest average per mile at any previous sale being \$2,859.00 (obtained at the sale in 1887), while at this sale it reached \$3,657.18. The total amount realized was \$2,315,000, of which the sum of \$1,227,665.63 on account of bonus was paid in during the year. Of the 633 miles offered, 564 were purchased by Canadians and 69 by Americans.

The Ontario Cullers' Act seems to be giving satisfaction and to meet the object for which it was passed. During the year just closed ten examinations were held at the different lumbering centres of the Province, at which 187 candidates presented themselves for examination. Of these, 136 were found qualified and were granted licenses. This number, added to the 371 who were licensed last year, makes the staff now available for duty 507, practically all of whom, I believe, have been able to secure employment during the present winter. The expenditure incident to the holding of the examinations was \$934.30 ; the fees received amounted to \$716.25, leaving an apparent expenditure beyond receipts of \$218.05. Deducting from this the amount received last year from fees in excess of the cost of examinations and refunds, the net cost to the Department of examining these 507 men has been practically nil. A complete list of the licensed cullers and their post office addresses will be found on page 83.

### FIRE RANGING.

The fire ranging system continues to give satisfaction to those who avail themselves of its advantages. Owing to the past summer being wet, no great damage was done by forest fires. The total cost of the service was \$31,976.38. The service of the year proper, however, cost only \$18,362.73, \$13,613.65 being carried from 1891, as, owing to the dryness of the autumn of that year and the numerous fires which took place, the accounts were not all received in time to be checked and paid before the end of the year. The amount refunded by the licensees was \$9,993.02, of which \$5,919.19 was on account of previous years, and \$4,073.83 on account of last year.

### FISHERIES.

Since my last report, under the provisions of the Act for the Protection of the Provincial Fisheries, all Crown timber agents, forest rangers and fire rangers have been appointed *ex officio* officers for the enforcement of the observance of this Act, and a few additional overseers have been appointed.

The revenue from permits, etc., was \$484.

## FREE GRANTS.

There are 155 townships open for location under the Free Grants and Homesteads Act, the township of Burpee, in the District of Parry Sound, having been added since my last report.

During the last year 461 locations were made on 59,733 acres of land, and 62 locatees purchased 3,354 acres ; 352 patents were issued to locatees. (See Appendix No. 9, page 20.)

## CROWN SURVEYS.

The following surveys of townships have been carried out this year :

In the District of Nipissing the township of Master has been sub-divided into farm lots of 100 acres each, the townships of Falconbridge, MacLennan, McLaren, Scadding, Street and Thistle into lots of 320 acres each ; in the District of Algoma the townships of Bigelow and Gough have been sub-divided into lots of 320 acres each ; in the District of Thunder Bay the township of Booth has been sub-divided into lots of 320 acres each ; in the District of Rainy River the township of Spohn has been sub-divided into lots of 320 acres each ; in this latter district also base and meridian lines have been run ; in the District of Thunder Bay a survey of certain lakes and an exploration of a part of the country, have been performed.

The outlines of timber berths in the Districts of Nipissing, Algoma and Rainy River have been surveyed, and several minor surveys have been performed.

The returns of the above-named surveys have, so far as received, been examined, and in most cases closed. The particulars of these surveys will be found in Appendices Nos. 14 and 15, pages 29 and 30.

## MUNICIPAL SURVEYS.

The Department has, during the year, on the petitions of the municipal councils interested, issued instructions for surveys in the following townships : Binbrook, Egremont, Finch, Flos, North Monaghan, Montague, Nepean, Packenham, Ramsay and Winchester, and has during the same period confirmed two municipal surveys in the townships of Dunwich and Nepean.

The particulars relating to these surveys will be found in Appendices Nos. 12 and 13, pages 26 and 27.

## MINERAL SURVEYS.

The General Mining Act and the Mines Act, 1892, require that applicants to purchase or lease mining lands in unsurveyed territory shall file surveyor's plans, field notes and descriptions by metes and bounds of their locations, in the Department before any sale or lease is carried out.



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Under these statutory regulations a number of applicants in the Districts of Algoma, Nipissing, Rainy River, and Thunder Bay have filed plans, etc., and an area of 3,900 acres has been sold and patented to them, for which nearly \$12,000 has been received, and an area of 3,668 acres has been leased at \$1 per acre for the first year's rental.

The particulars relating to these surveys and sales will be found in Appendices Nos. 16 and 17, pages 31 to 34 inclusive.

#### COLONIZATION ROADS.

The work done during the year was as follows: Miles of new road constructed, 128; miles of road repaired, 455; bridges erected, 27, aggregating a length of one mile, and many others repaired. The work done was carefully inspected and reported to be of a satisfactory and substantial character.

The total expenditure was \$105,574.25, of which certain items, amounting to \$1,169.87 were refunded by the municipalities, and \$748.99 refunded as unexpended, leaving the net expenditure of the Department to be \$103,655.39.

Respectfully submitted,

A. S. HARDY,  
Commissioner

DEPARTMENT OF CROWN LANDS,  
TORONTO, December 31st, 1892.

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# APPENDICES.

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# APPENDIX NO. 1.

Return of Officers and Clerks, in the Department of Crown Lands, for the year 1892.

Branch.	Name.	Designation.	When Appointed.	Salary per Annum.	Remarks.
	Hon. A. S. Hardy.....	Commissioner.....	1889, January 19.....	\$ 4,000 00	
	Aubrey White.....	Assistant Commissioner.....	1882, January 1.....	2,800 00	
	George Kennedy.....	Law Clerk.....	1872, February 1.....	2,000 00	
	F. Yeigh.....	Shorthand Writer and Clerk.....	1886, March 1.....	1,250 00	
	A. Kirkwood.....	Chief Clerk.....	1854, March 21.....	1,900 00	
	J. J. Murphy.....	Clerk in charge of Free Grants.....	1872, May 1.....	1,400 00	
	Julian Sale.....	Clerk.....	1871, August 5.....	950 00	
	E. S. Williamson.....	".....	1889, May 1.....	750 00	
	C. J. M. Hardy.....	".....	1890, May 31.....	700 00	
Sales and Free Grants.....	G. B. Kirkpatrick.....	Director of Surveys.....	1866, January 30.....	2,000 00	
	W. Revell.....	Clerk.....	1871, October 2.....	1,300 00	
	W. F. Lewis.....	".....	1872, February 5.....	1,000 00	
	J. M. Grant.....	Chief Clerk, Patents.....	1860, May 12.....	1,400 00	
	Pedro Alma.....	Clerk.....	1871, August 1.....	1,250 00	
	Henry Smith.....	Superintendent of Colonization Roads.....	1881, January 1.....	1,900 00	
	C. Cushman.....	Clerk.....	1872, September 1.....	1,150 00	
	J. H. Bradshaw.....	".....	1884, June 1.....	850 00	
Surveys, Patents and Roads.....	J. A. G. Crozier.....	Chief Clerk.....	1867, December 1.....	1,650 00	
	Theo. C. Taylor.....	Clerk.....	1888, August 1.....	1,350 00	
	H. R. Hardy.....	".....	1883, November 1.....	1,100 00	
	H. E. Rudge.....	".....	1891, September 1.....	950 00	
	Kenneth A. Miller.....	".....	1888, March 19.....	1,000 00	
	J. J. Kelly.....	".....	1888, October 1.....	900 00	
	P. J. Durkin.....	".....	1888, October 1.....	850 00	
	Alex. McLaren.....	".....	1890, May 22.....	850 00	
Woods and Forests.....					Seven months only.

APPENDIX NO. 1.—*Concluded.*

RETURN of Officers and Clerks, in the Department of Crown Lands, for the year 1892.

Branch.	Name.	Designation.	When Appointed.	Salary per Annum.	Remarks.
Accounts	{ D. G. Ross.....	Accountant.....	1861, April 15 .....	\$ c.	
	{ E. Leigh .....	Clerk .....	1873, December 20 .....	1,800 00	
	{ M. J. Ferris.....	" .....	1892, April 1 .....	1,200 00	
	{ C. F. Higgins.....	" .....	1873, July 1 .....	850 00	
	{ C. S. Jones.....	Registrar.....	1890, May 22 .....	1,100 00	
Bureau of Mines	{ A. Blue.....	Director of Mines.....	1891, May 8 .....	1,500 00	
	{ T. W. Gibson .....	Shorthand Writer .....	1891, June 19 .....	2,500 00	
	{ Aaron Slaght.....	Inspector.....	1890, April 18 .....	1,300 00	
	{ F. Frank .....	Acting Caretaker.....	1886, December 1 .....	750 00	
	{ D. Kinan.....	Night Watchman.....	1873, April 1 .....	500 00	
	Harry Lake .....	Messenger.....	1891, October 7 .....	500 00	
				240 00	

D. GEO. ROSS,  
Accountant.AUBREY WHITE,  
Assistant Commissioner.DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1892.



# APPENDIX No. 2.

## List of Crown Land Agents for the disposal of Free Grants, for 1892.

Name.	District or County.	Date of Appointment.	Salary per Annum.	Remarks.
Anderson, D	Part of Peterborough	1870, November 21	\$ c.	
Best, S. G	Parry Sound District	1875, March 23	500 00	
Brown, C. P.	" Algoma District	1872, June 25	500 00	Resigned 20 May, 1892.
Campbell, A.	" Rainy River District	1891, May 8	200 00	
Cockburn, J. D.	Nipissing District	1884, May 21	200 00	
Dawson, G. W.	" Frontenac and Addington	1882, February 17	500 00	Agent for Sale of Lands.
Dill, J. W.	" District of Muskoka	1888, August 1	200 00	Resigned Dec., 1892.
Fielding, W.	" Victoria	1882, February 23	500 00	Resigned July, 1892.
Gillingham, B. J.	" Nipissing District	1884, March 26	500 00	
Hamilton, G.	St. Joseph Island	1890, September 20	200 00	
Handy, E.	Part of Parry Sound District	1879, January 3	500 00	
Hollands, C. J.	Town plot of Alberton	1892, October 12	100 00	
Kirk, W.	Part of District of Muskoka	1892, July 28	500 00	
Mackay, T.	Parry Sound District	1881, December 5	500 00	
Macpherson, R.	Frontenac	1871, July 18	500 00	Agent for Sale of Lands.
Marsh, R. J. F.	" Rainy River District	1891, May 8	200 00	
McDonald, D. G.	" Algoma District	1888, December 3	500 00	Agent for Sale of Lands.
Nichols, W. L.	" Nipissing District	1886, August 27	500 00	
Reeves, J.	" Thunder Bay District	1872, February 12	500 00	
Ruttan, J. F.	" Parry Sound District	1889, May 16	250 00	Agent for Sale of Lands.
Ryan, T. J.	" Algoma District	1888, June 15	500 00	
Scarlett, J. S.	Parry Sound District	1880, June 17	500 00	
Stewart, C. R.	Hastings and Peterborough	1882, May 1	500 00	
Stewart, James	Renfrew	1891, September 26	500 00	
Tait, J. R.	Hastings	1869, May 28	400 00	
Whelan, J.	Renfrew	1884, September 19	500 00	
Wilson, Wm.	" Rainy River District	1891, June 19	500 00	
Turner, Wm.	" Algoma District	1892, October 5	200 00	
Wood, Amos W.	" Frontenac and Addington	1892, December 31	200 00	

D. GEO. ROSS,  
Accountant.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1892.

## APPENDIX No. 3.

STATEMENT of Lands Sold and Leased, Amount of Sales, and Amount Collected on Sales and Leases, for the year 1892.

Service.	Acres Sold and Leased.	Amount of Sales.	Amount Collected on Sales and Leases.
		\$ c.	\$ c.
Railway Lands .....	974 <sup>0</sup> / <sub>100</sub>	939 13	1,627 92
Crown Lands .....	30,463	30,651 89	32,159 38
Clergy Lands .....	1,394 <sup>10</sup> / <sub>100</sub>	1,836 35	4,571 52
Common School Lands.....	23	95 00	11,579 01
Grammar School Lands .....	659 <sup>1</sup> / <sub>4</sub>	915 25	1,117 20
Rent .....	14,176 <sup>7</sup> / <sub>8</sub>	.....	18,700 75
Total .....	47,691 <sup>21</sup> / <sub>100</sub>	34,437 62	69,755 78

AUBREY WHITE,  
Assistant Commissioner.

D. GEO. ROSS,  
Accountant.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1892.

## APPENDIX No. 4.

STATEMENT of the Gross Revenue of the Department of Crown Lands, for the year 1892.

Service.	\$ c.	\$ c.
<i>Land Collections :</i>		
Railway Lands .....	1,627 92	
Crown Lands.....	32,159 38	
Clergy Lands.....	4,571 52	
Common School Lands .....	11,579 01	
Grammar School Lands.....	1,117 20	
Rent.....	18,700 75	
		69,755 78
<i>Woods and Forests :</i>		
Timber Dues.....	797,680 40	
Ground Rent.....	59,112 39	
Bonus .....	1,317,798 59	
		2,174,591 38
Casual fees .....	542 72	
Board of Surveyors .....	133 50	
Cullers' fees .....	716 25	
Fishing license fees .....	484 00	
		1,876 47
<i>Expenditure Refunds :</i>		
Forest fire protection .....	9,993 02	
Agents' salaries.....	331 00	
Cullers' examinations.....	10 80	
Inspections.....	3 10	
Colonization Roads .....	1,918 86	
Surveys .....	1,010 35	
		13,267 13
		2,259,490 76

D. GEO. ROSS,  
Accountant.AUBREY WHITE,  
Assistant Commissioner.DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1892.

## APPENDIX No. 5.

STATEMENT of the Receipts of the Department of Crown Lands, for the year 1892, which are considered as Special Funds.

Service.	\$ c.	\$ c.
<i>Clergy Lands :</i>		
Principal .....	2,510 33	
Interest .....	2,061 19	
		4,571 52
<i>Common School Lands :</i>		
Principal .....	4,369 79	
Interest .....	7,209 22	
		11,579 01
<i>Grammar School Lands :</i>		
Principal .....	962 95	
Interest .....	154 25	
		1,117 20
<i>Railway Lands :</i>		
Principal .....	1,627 92	
Rent .....	1,111 85	
		2,739 77
		20,007 50

AUBREY WHITE,  
Assistant Commissioner.

D. GEO. ROSS,  
Accountant.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1892.



## APPENDIX No. 6.

Statement of the Disbursements of the Department of Crown Lands for the year 1892

Service.	\$ c.	\$ c.	\$ c.
<b>AGENTS' SALARIES AND DISBURSEMENTS.</b>			
<i>Salaries—Land.</i>			
Anderson, D.	500 00		
Best, S. G.	500 00		
Brown, C. P.	77 40		
Campbell, A. G.	200 00		
Cockburn, J. D.	500 00		
Dawson, G. W.	200 00		
Dill, J. W.	291 66		
Fielding, W.	500 00		
Gilligan, B. J.	500 00		
Handy, E.	500 00		
Hamilton, G.	200 00		
Hollands, C. J.	21 93		
Kirk, W.	204 45		
Macdonald, D. G.	500 00		
Mackey, T.	500 00		
Macpherson, R.	500 00		
Marsh, R. J. F.	200 00		
Nichols, W. L.	500 00		
Reeves, J.	500 00		
Ruttan, J. F.	250 00		
Ryan, T. J.	500 00		
Scarlett, J. S.	500 00		
Stewart, C. R.	500 00		
Stewart, James	400 00		
Tait, J. R.	500 00		
Turner, W.	47 67		
Whelan, J.	500 00		
Wilson, W.	200 00		
		10,293 11	
<i>Salaries—Timber.</i>			
Campbell, P. C.	1,600 00		
Margach, Wm.	1,600 00		
Macdonald, D. F.	1,600 00		
Munro, H.	1,200 00		
McWilliams, J. B.	2,000 00		
Tassé, D.	100 00		
		8,100 00	
<i>Fisheries—Salaries.</i>			
Bole, Duncan	16 68		
Clark, N.	50 00		
Emmons, J.	100 00		
Huntington, S. A.	37 32		
Johnson, J. A.	250 00		
Little, J. J.	50 00		
Moore, F. J. M.	100 00		
McCann, P.	10 00		
McDermott, B.	50 00		
McKewen, S.	50 00		
McKerdy, W.	50 00		
Smith, R. R.	50 00		
Willmott, J. H.	50 00		
		864 00	
Carried forward			

APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1892.

Service.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....			
<b>AGENTS' DISBURSEMENTS.</b>			
<i>Land.</i>			
Anderson, D.....	4 67		
Best, S. G.....	15 00		
Cockburn, J. D.....	24 92		
Dawson, G. W.....	6 70		
Dill, J. W.....	20 25		
Handy, E.....	16 62		
Hamilton, G.....	9 54		
Kennedy, John.....	4 14		
Kirk, W.....	13 85		
Mackey, T.....	2 40		
Marsh, R. J. F.....	14 50		
Nichols, W. L.....	10 30		
Ryan, T. J.....	13 75		
Scarlett, J. S.....	17 60		
Stewart, C. R.....	12 33		
Tait, J. R.....	7 67		
Whelan, J.....	2 31		
		196 55	
<i>Timber.</i>			
Campbell, P. C.....	257 30		
Margach, Wm.....	1,337 45		
Macdonald, D. F.....	360 59		
Munro, H.....	150 00		
McWilliams, J. B.....	395 00		
		2,510 34	
<i>Fisheries.</i>			
Moore, F. J. M.....	34 63		
Smith, R. R.....	3 00		
Willmott, J. H.....	40 03		
		77 66	
<i>Miscellaneous.</i>			
Carpenter, W. H., Inspection.....	216 90		
Coombe, F. E., ".....	4 00		
Christie, W. P., ".....	136 70		
Ferris, J. M., ".....	2 50		
Garrow, E., ".....	211 50		
Galbraith, W., ".....	18 00		
Gibson, T. W., travelling expenses.....	10 15		
Graham, J. R., inspection.....	18 25		
Hamblin, J. J., ".....	6 00		
Hardy, Hon. A. S., travelling expenses.....	91 00		
Jones, C. S., inspection of agencies.....	76 03		
Kennedy, Geo., travelling expenses.....	40 00		
McSherry, " inspection.....	91 00		
Shannon, P. M., ".....	2 00		
Soper, M. L., ".....	36 00		
Taylor, Theo. C., travelling expenses.....	30 00		
White, A., ".....	200 00		
Yeigh, F., inspection of agencies.....	207 05		
		1,397 08	
<i>Carried forward</i> .....			23,438 74
			23,438 74

APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1892.

Service.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....					23,438	74
CROWN TIMBER AGENCY, QUEBEC.						
<i>Salaries.</i>						
Mackey, J. (deceased).....	75	00				
Nicholson, B., agent].....	1,400	00				
Harney, Thos., clerk and messenger.....	337	47				
			1,812	47		
Contingencies.....			460	67	2,273	14
CROWN TIMBER AGENCY, OTTAWA.						
Macdonald, W. J. (deceased).....	125	00				
Darby, E. J., acting agent.....	900	00				
Larose, S. C., clerk.....	850	00				
			1,875	00		
Contingencies.....			735	22	2,610	22
WOOD RANGING AND INSPECTION OF TIMBER LANDS.						
Brady, John.....			841	00		
Brenner, J. L.....			557	30		
Cunningham, John.....			642	00		
Campbell, P. C.....			219	33		
Christie, W. P.....			35	35		
Fraser, D.....			394	00		
Gardner, J.....			788	55		
Garrow, E.....			641	33		
Hanes, J. L.....			227	00		
Halliday, James.....			785	00		
Halliday, Frank.....			1,727	43		
Henderson, Chas.....			1,205	15		
Johnson, S. M.....			1,691	28		
Kennedy, John.....			1,208	38		
Ludgate, Theo.....			1,669	90		
McGown, Thos.....			791	71		
McCougherty, P.....			1,135	10		
McSherry, P.....			90	00		
McGown, Wm.....			1,113	18		
Moore, D. H.....			1,264	25		
Paget, Geo.....			1,490	77		
Regan, John.....			1,089	66		
Ross, Alex.....			225	88		
Robinson, Wm.....			818	10		
Russell, Wm.....			1,604	24		
Sinclair, T.....			718	95		
Smith, J. W.....			1,482	05		
Smith, A. C.....			65	66		
Sullivan, John.....			1,025	00		
Turgeon, J. E.....			630	00		
Walters, Thos.....			7	85		
White, J. B.....			805	00		
Wickware, P. A.....			94	50		
					27,084	90
<i>Carried forward</i> .....						

## APPENDIX No. 6.—Continued.

Statement of the Disbursements of the Department of Crown Lands for the year 1892

Service.		\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....							
<b>FIRE RANGING.</b>							
Aussant, T. ....	1892	104	00				
Disbursements .....		136	25				
				240	25		
Austin, C. ....	1892			144	00		
Britton, L. P. ....	1890			12	00		
Bell, John W. ....	1891	262	00				
Disbursements .....		36	00				
				298	00		
Bruce, Geo. ....	1891			254	00		
Blanchette, O. ....	1891			240	00		
Brooks, E. J. ....	1891			4	00		
Bartlett, G. W. ....	1892	262	00				
Disbursements .....		26	75				
				288	75		
Bromley, T. ....	1891-2	84	00				
Disbursements .....		1,451	27				
				1,535	27		
Boland, John M. ....	1892			226	00		
Brennan, S. ....	1892			84	00		
Boland, A. G. ....	1892			236	00		
Bowland, Wm. ....	1892			234	75		
Barclay, Geo. ....	1892			262	00		
Bradley, H. ....	1892			92	00		
Bremner, Wm. ....	1892			126	00		
Coghlin, John. ....	1891-2	524	00				
Disbursements .....		139	00				
				663	00		
Coghlin, Thos. ....	1892			262	00		
Cochrane, John. ....	1891-2	308	00				
Disbursements .....		396	75				
				704	75		
Cody, L. ....	1892			182	00		
Colville, M. ....	1892			92	50		
Carter, R. ....	1892			250	00		
Conway, John. ....	1892			210	00		
Crawford, D. ....	1892			262	00		
Driver, Jos. ....	1892			258	00		
Dufond, J. ....	1891-2			262	00		
Dunn, P. ....	1891-2	284	00				
Disbursements .....		781	60				
				1,065	60		
Dupuis, L. ....	1892			212	00		
Dwyer, Jas. ....	1892			262	00		
Elcome, E. ....	1892			216	00		
Elmhurst, Wm. ....	1891-2	280	00				
Disbursements .....		22	50				
				302	50		
Fenton, J. E. ....	1892			216	00		
Gongeon, A. ....	1891-2			532	00		
Gallagher, Jas. ....	1892			258	00		
Gilroy, S. ....	1892			210	00		
Goer, John. ....	1892			104	00		
Grawberger, T. ....	1891-2			472	00		
Haley, C. ....	1891-2	524	00				
Disbursements .....		21	00				
				545	00		
<i>Carried forward</i> .....							



APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1892

Service.		\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....				
FIRE RANGING— <i>Continued.</i>				
Hadley, J. J. ....	1891	.....	26 00	
Harris, John .....	1892	.....	262 00	
Hendricks, W. ....	1891	226 00		
Disbursements .....		43 50		
			269 50	
Henderson, Jas. ....	1892	.....	72 00	
Higgins, John .....	1892	.....	210 00	
Hillis, John .....	1891-2	302 00		
Disbursements .....		8 25		
			310 25	
Huckson, A. H. ....	1891	.....	220 00	
Humphrey, T. W. ....	1892	.....	196 00	
Inwood, A. ....	1892	.....	152 00	
Johnson, E. ....	1891-92	.....	396 00	
Johnson, R. W. ....	1892	.....	262 00	
Johnston, W. ....	1892	.....	84 00	
Kirby, Thos. ....	1891	.....	198 00	
Latour, F. ....	1892	.....	262 00	
Lawson, A. ....	1890-91	79 50		
Disbursements .....		12 00		
			91 50	
Mackey, W. C. ....	1892	.....	58 00	
Maguire, A. H. ....	1892	.....	54 00	
Maves, William .....	1892	.....	80 00	
May, M. ....	1891	.....	194 00	
Martin, A. R. ....	1882	.....	157 50	
Miller, M. ....	1892	.....	107 50	
Mitchell, J. C. ....	1891-92	.....	154 00	
Moore, J. ....	1892	.....	34 00	
Murphy, John .....	1891-2	522 00		
Disbursements .....		42 63		
			564 63	
McBrien, R. ....	1891	.....	260 00	
McCarthy, J. ....	1891	262 00		
Disbursements .....		146 30		
			408 30	
McCaunse, H. ....	1892	62 00		
Disbursements .....		11 26		
			73 26	
McCornack, J. C. ....	1892	.....	131 00	
McCreight, John .....	1892	.....	246 00	
McConnee, H. ....	1891	162 00		
Disbursements .....		27 25		
			189 25	
McDermott P. ....	1891	.....	236 00	
McDonnell, A. ....	1891-2	524 00		
Disbursements .....		439 55		
			963 55	
<i>Carried forward</i> .....				

APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1892.

Service.		\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....				
<i>FIRE RANGING—Continued.</i>				
McDonald, J. W. ....	1891	262 00		
Disbursements .....		12 00		
			274 00	
McDonald, R. ....	1892		244 00	
McDougall, D. ....	1892		254 00	
McEwan, Wm. ....	1892		72 00	
McFarlane, J. ....	1892	190 00		
Disbursements .....		110 52		
			300 52	
McGown, Wm. ....	1892		24 00	
McGuire, Jas. ....	1892		262 00	
McGuey, D. ....	1891	262 00		
Disbursements .....		918 03		
			1,180 03	
McKay, W. G. ....	1891			
Disbursements .....			936 75	
McKay, Angus. ....	1892		86 25	
McIntyre, Wm. ....	1891	262 00		
Disbursements .....		128 09		
			390 09	
McNabb, Wm. ....	1891-2		472 00	
McNeil, A. ....	1891	244 00		
Disbursements .....		12 38		
			256 38	
Nevers, C. ....	1892		212 00	
Oram, John ....	1891-2		524 00	
O'Grady, J. L. ....	1891		262 00	
O'Neil, A. J. ....	1892		314 00	
Patterson, John ....	1892		210 00	
Petras, J. C. ....	1892		210 00	
Prince, A. ....	1891-2		524 00	
Plourde, C. ....	1891-2		415 00	
Porter, Jas. ....	1892		50 00	
Richards, G. ....	1892		260 00	
Sage, N. ....	1892		96 00	
Scantlin, Jas. ....	1891-2	152 00		
Disbursements .....		295 87		
			447 87	
Sheehan, P. F. ....	1891-2		446 00	
Shields, J. A. ....	1892	156 00		
Disbursements .....		3 75		
			159 75	
Skuce, Thos. ....	1891-2	524 00		
Disbursements .....		618 59		
			1,142 59	
<i>Carried forward</i> .....				

## APPENDIX No. 6.—Continued.

STATEMENT of the Disbursements of the Department of Crown Lands for the year 1892.

Service.		\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....				
<b>FIRE RANGING.—Continued.</b>				
Smith, G. O .....	1890-91		472 00	
Smith, A. C .....	1891			
Disbursements .....			15 00	
Stable, D .....	1892		76 00	
Streatfield, J. C .....	1892		140 00	
Thaxter, R .....	1891		252 00	
Thivierge, X .....	1892		262 00	
Thomas, R .....	1891	262 00		
Disbursements .....		44 54		
			306 54	
Tough, Jno .....	1892		220 00	
Tramblay, O .....	1892		260 00	
Vankoughnet, J .....	1890-91		56 25	
Vannier, N .....	1892		210 00	
Welsh, J .....	1891	262 00		
Disbursements .....		31 25		
			293 25	
Wilson, John .....	1891	156 00		
Disbursements .....		1 50		
			157 50	
Willing, Jos .....	1892		24 00	
Willette, P .....	1892		208 00	
Young, William .....	1892		258 00	
				31,976 38
<b>EXAMINATION OF CULLERS.</b>				
Aylesworth, W. R .....		13 10		
Brady, John .....		27 25		
Christie, W. P .....		44 50		
Dollar, Jas .....		31 75		
Gilligan, B. J .....		12 00		
Garrow, E .....		28 95		
Henderson, C .....		50 45		
Halliday, F .....		32 50		
Johnson, S. M .....		23 85		
Kennedy, J. C .....		16 00		
Kennedy, John .....		40 40		
Ludgate, Theo .....		47 15		
Macdonald, D. F .....		89 20		
Moore, D. F .....		24 35		
Marsh, E. J .....		55 95		
McCogherty, P .....		67 15		
McKendry, W. B .....		43 20		
McGown, Thos .....		74 20		
Ritter, S. G .....		31 35		
Russel, W .....		35 20		
Smith, J. W .....		13 95		
Tait, T. B .....		54 00		
			856 45	
Advertising .....			77 85	
				934 30
<i>Carried forward</i> .....				

APPENDIX No. 6.—*Concluded.*

Statement of the Disbursements of the Department of Crown Lands for the year 1892.

Service.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....			
BUREAU OF MINES.			
Blue, A., salary.....	2,500 00		
Gibson, T. W., salary.....	1,300 00		
Slaght, A., salary.....	750 00		
		4,550 00	
Blue, A., travelling expenses.....	309 90		
Gibson, T. W., travelling expenses.....	5 00		
Slaght, A.,.....	446 01		
		760 91	
Printing and binding.....	390 08		
Books.....	77 66		
Postage and telegraphing.....	210 06		
Advertising.....	100 00		
Subscriptions.....	73 00		
		850 80	
Refunds.....			6,161 71
Colonization Roads.....			17,492 64
Surveys.....			105,574 25
Board of Surveyors.....			43,226 75
			350 00
<i>Timber Sale:</i>			
Advertising.....		3,343 20	
Auctioneer's fees.....		700 00	
			4,043 20
CONTINGENCIES.			
Printing and binding.....	1,715 42		
Stationery.....	1,702 05		
		3,417 47	
Postage and telegraphing.....		1,519 42	
Subscriptions and advertising.....		793 46	
Acting Housekeeper and Messenger.....	500 00		
Messenger.....	240 00		
Night Watchman.....	500 00		
Fireman.....	313 50		
		1,553 50	
Extra Clerk's services in making Parliamentary Returns.....		1,385 39	
Sundries.....		370 86	
			9,040 10
			274,206 33

D. GEO. ROSS,  
Accountant.AUBREY WHITE,  
Assistant Commissioner.DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1892.



## APPENDIX 7.

## WOODS AND FORESTS.

Statement of Revenue collected during the year ending 31st December, 1892.

	\$	c.	\$	c.
Amount of Western District, collections at Department .....	1,795,501	83		
“ “ “ Quebec .....	39,035	85		
			1,834,537	68
Amount of Belleville collections .....	93,352	09		
			93,352	09
Amount of Ottawa collections .....	225,126	80		
“ “ “ at Quebec .....	21,574	81		
			246,701	61
Total .....			2,174,591	38

AUBREY WHITE,  
Assistant Commissioner.

J. A. G. CROZIER,  
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,  
WOODS AND FORESTS BRANCH,  
TORONTO, 31st December, 1892.

# APPENDIX

## WOODS AND

### Statement of Timber and Amounts accrued from Timber Dues, Ground

Agencies.	Area covered by Timber Licenses.	QUANTITIES AND					
		Saw Logs.				Boom and	
		Pine.		Other.		Pine.	
		Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.
Western Timber District.	6,401	4,640,646	411,069,111	28,825	1,136,046	151,533	27,793,974
Belleville Timber District	1,435	670,794	69,649,772	66,725	3,494,730	21,157	5,194,038
Ottawa Timber District..	5,051	1,113,035	125,471,239	14,865	968,578	56,460	9,309,73
Total .....	12,887	6,424,475	606,190,122	110,415	5,599,354	229,150	42,297,750

### GENERAL STATEMENT OF

Agencies.	Square Timber.				Lineal feet Cedar.		Cordwood.		Pulp Wood.
	Tamarac.		Hemlock.						
	Pieces.	Feet.	Pcs.	Feet.	Pieces.	Feet.	Hard Cords.	Soft Cords.	Cords.
Western Timber District.						106,302	14,149	54,092	6,688
Belleville Timber District	154	5,114	1,285	53,424		139,198	238	283	
Ottawa Timber District..						80,932	214	931	856
Total .....	154	5,114	1,285	53,424		326,432	14,601	55,306	7,544

J. A. G. CROZIER,  
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS, WOODS AND FORESTS BRANCH,  
TORONTO, 31st December, 1892.

No. 8.

## FORESTS.

Rent and Bonus during the year ending 31st December, 1892.

## DESCRIPTION OF TIMBER.

Dimension Timber.		Square Timber.							
Other.		White Pine.		Red Pine.		Birch, Ash and Elm.		Oak.	
Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.
2,629	281,890	54,541	2,869,771	300	12,257	{ B 323 A 12 B 64 E 7 A 14	11,422 453 1,253 253 257	124	1,953
1,273	216,834	1,749	70,170	.....	.....				
17,342	1,703,259	17,274	901,912	128	5,209	A 8	343		
21,244	2,206,983	73,564	3,841,853	428	17,466	{ A 34 B 387 E 7	1,053 12,675 253	124	1,953

## TIMBER, ETC.—Continued.

Tan Bark.	Railway Ties.	Posts.	Shingle Bolts.	Telegraph Poles.	Traverses.	Stave Bolts.	Amounts Accrued.				
							Interest Trespass, etc.	Timber Dues.	Bonus.	Ground Rent.	Total.
C'rds	Pieces.	C'rds.	C'rds.	Pcs.	Pcs.	C'rds.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
.....	522,718	480	6,749	45	.....	706	16,104 72	532,774 54	1,305,853 86	31,598 50	1,886,331 62
9	33,876	1,454	2	231	.....	.....	902 85	80,870 11	.....	5,589 75	87,362 71
.....	72,304	171	12	.....	3,779	.....	2,935 14	154,338 15	3,407 05	21,418 00	182,098 34
9	628,898	2,105	6,763	276	3,779	706	19,942 71	767,982 80	1,809,260 91	58,606 25	2,155,792 6

AUBREY WHITE,  
Assistant Commissioner.

## APPENDIX No. 9.

Return of the number of locatees and of acres located ; of purchasers and of acres sold ; of lots resumed for non-performance of the settlement duties, and of patents issued under the "Free Grants and Homestead Act" during the year 1892.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of persons located.	Number of acres located.	Number of purchasers.	Number of acres sold.	Number of lots the locations of which have been cancelled.	Number of patents issued.
Baxter .....	Muskoka	Wm. Kirk, Bracebridge.	1	199	.....	.....	.....	1
Brunel .....			5	697	.....	.....	1	4
Chaffey .....			4	364	.....	.....	5	6
Draper .....			7	698	3	152	4	1
Franklin .....			1	100	.....	.....	4	.....
Macaulay .....			7	1,122	4	237	10	1
Medora .....			1	200	.....	.....	2	4
Monck .....			6	823	.....	.....	6	2
Morrison .....			7	674	.....	.....	4	3
Muskoka .....			6	902	.....	.....	6	2
McLean .....			10	1,627	.....	.....	8	3
Oakley .....			8	1,046	.....	.....	11	4
Ridout .....			.....	.....	.....	.....	9	.....
Ryde .....			10	1,416	1	2	3	1
Sinclair .....			1	89	.....	.....	.....	8
Sherborne .....			3	301	.....	.....	3	.....
Stephenson .....			2	396	.....	.....	1	5
Stisted .....			8	1,130	2	256	15	6
Watt .....			15	2,102	2	126	20	5
Wood .....			.....	.....	.....	.....	.....	.....
Cardwell .....	Parry Sound	Mrs. T. Mackay, Parry Sound.	4	500	.....	.....	4	3
Carling .....			4	646	.....	.....	6	1
Christie .....			1	200	.....	.....	.....	3
Ferguson .....			3	381	.....	.....	7	.....
Foley .....			1	200	.....	.....	2	3
Hagerman .....			.....	.....	1	3	.....	1
Humphry .....			1	774	1	2	6	1
Monteth .....			8	100	.....	.....	1	3
McConkey .....			.....	.....	.....	.....	.....	.....
McDougall .....			1	147	1	8	1	3
McKenzie .....			1	155	.....	.....	.....	1
McKellar .....			.....	.....	1	18	.....	2
Shawanaga .....			4	630	.....	.....	6	.....
Wilson .....			.....	.....	.....	.....	.....	.....



Chapman.....	3	499	124	4	8
Croft .....	2	280	24	6	3
Ferrie .....	1	195			1
Gurd .....	7	1,093		4	9
Lount .....					5
Macfar .....	3	398		8	4
Mills .....	3	518		4	
Pringle .....					10
Ryerson .....	3	400	26	7	
Spence .....	2	250		2	4
Strong .....	5	607		6	6
Armour .....	3	230			2
Bethune .....	3	456		4	1
Joly .....	3	100	8	8	4
McMurrich .....	1	100		3	2
Perry .....	1	100		3	2
Proudford .....	3	311		5	4
	4	491		1	1
Hardy .....	1	200			1
Hinsworth .....	9	1,339		6	5
Laurier .....	16	2,701	285	16	2
Nipissing .....	1	165		2	3
Patterson .....	2	297			
Auson .....	1	200		1	1
Glanorgan .....	8	923		8	3
Hindon .....					
Lutterworth .....	2	200		1	2
Minden .....	7	675		9	1
Stanhope .....	1	98			1
Snowdon .....	2	200		4	4
Peterborough .....	3	300		3	1
do .....	4	418		2	3
Haliburton .....	4	412	6	1	4
do .....	4	600		5	
D. Anderson, Apsley .....					
Peterborough .....	4	591			
do .....	11	1,290		5	3
Hastings .....	2	303	3	2	3
do .....					
do .....					
C. R. Stewart, Haliburton .....					
Carlow .....					
Cashel .....					
Dungannon .....	4	394			6
Faraday .....	11	1,421	45	12	6
Herschel .....	9	1,133		8	3
Limerick .....	6	678		6	2
Mayo .....					
Monteagle .....	7	1,124		9	4
Wollaston .....	2	199		4	4
S. G. Best, Maganetawan.....					
Parry Sound .....	3	3			
E. Handy, Emsdale .....					
Parry Sound .....	1	1			
J. S. Scarlett, Powassan .....					
Parry Sound .....	4	4			
Wm. Fielding, Minden .....					
Haliburton .....	2	200			
D. Anderson, Apsley .....					
Peterborough .....	3	300			
do .....	4	418			
Haliburton .....	4	412	6		
do .....	4	600			
C. R. Stewart, Haliburton .....					
Peterborough .....	4	591			
do .....	11	1,290			
Hastings .....	2	303	3		
do .....					
do .....					
J. R. Tait, I/Ambale .....					
Hastings .....	4	394			
do .....	11	1,421	45		
do .....	9	1,133			
do .....	6	678			
do .....	7	1,124			
do .....	2	199			

## APPENDIX No. 9.—Continued.

Return of the number of locatees and of acres located, etc.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of per- sons located.	Number of acres located.	Number of pur- chasers.	Number of acres sold.	Number of lots the locations of which have been cancelled.	Number of patents issued.
Abinger .....	Addington.....	G. W. Dawson, Plevna.....	1	96	.....	.....	.....	7
Denbigh .....	do .....		1	204	1	4	2	2
Canonto, South .....	Frontenac.....		.....	.....	.....	.....	.....	.....
do, North .....	do .....		3	252	.....	.....	.....	11
Clarendon.....	do .....		2	399	.....	.....	4	2
Miller .....	do .....		.....	.....	.....	.....	.....	3
Palmerston .....	do .....	James Reeves, Eganville.....	1	200	.....	.....	.....	.....
Algona, North .....	do South.....		12	1,501	.....	.....	.....	1
Brougham .....	do .....		1	42	.....	.....	.....	2
Grattan .....	do .....		2	200	.....	.....	.....	7
Hagarty .....	do .....		.....	.....	.....	.....	.....	3
Richards .....	do .....		1	100	.....	.....	.....	7
Wilberforce.....	do .....	John Whelan, Brudenell.....	1	150	.....	.....	5	2
Brudenell .....	do .....		2	150	.....	.....	1	1
Griffith .....	do .....		.....	.....	.....	.....	.....	2
Lyndoch .....	do .....		.....	.....	.....	.....	.....	1
Matawatchan.....	do .....		.....	.....	.....	.....	.....	2
Radcliffe .....	do .....		.....	.....	.....	.....	.....	2
Raglan .....	do .....	James Stewart, Pembroke.....	4	400	.....	.....	4	11
Sebastopol .....	do .....		2	229	.....	.....	3	7
Sherwood .....	do .....		2	300	.....	200	3	7
Alice .....	do .....		5	517	.....	9	3	4
Buchanan .....	do .....		4	530	.....	100	3	4
Fraser .....	do .....		2	181	.....	1	1	1
Head .....	do .....	Renfrew.....	2	400	.....	.....	.....	.....
Maria .....	do .....		.....	.....	.....	.....	.....	.....
McKay .....	do .....		1	198	.....	2	198	10
Petawawa .....	do .....		1	79	.....	.....	.....	.....
Rolph .....	do .....		1	86	.....	.....	.....	1
Wylie .....	do .....		.....	.....	.....	.....	.....	.....
Cameron .....	do .....	.....	.....	.....	.....	.....	.....	



# APPENDIX No. 10.

## FISHERY OVERSEERS,

### UNDER THE ONTARIO FISHERIES ACT.

Name.	District.	Post Office Address.	Salary.
John H. Willmott .....	Muskoka District .....	Beaumaris .....	\$50 per annum.
Francis James Moore .....	Peterborough, Victoria and Haliburton .....	Lakefield .....	75 "
Norman Clark .....	Lanark and parts of Frontenac and Addington .....	Mississippi Station .....	50 "
John T. Little .....	Part of Algoma District .....	Iron Bridge .....	50 "
Samuel Robert McKewen .....	Manitoulin Island .....	Telkumnah .....	50 "
Benjamin McDermott .....	Parry Sound .....	Sundridge .....	50 "
Robert R. Smith .....	Renfrew County .....	Eganville .....	50 "
William McKirdy .....	River and Lake Nepigon and tributaries .....	Nepigon .....	50 "
Joseph Whalen .....	Thunder Bay District .....	Port Arthur .....	.....
John Emmons .....	Rainy River District .....	Rat Portage .....	50 "
John A. Johnson .....	Parts of Parry Sound and Muskoka .....	Parry Sound .....	200 "
Justus B. Smith .....	Charleston Lake .....	Charleston .....	.....
Peter McCann .....	Thames River and Waters' tributary .....	London .....	50 "
S. A. Huntington .....	Lake Nipissing, etc .....	North Bay .....	100 "
H. K. Smith .....	Hastings County .....	Belleville .....	.....
Duncan Bole .....	Algoma District .....	Sault Ste. Marie .....	100 "
Lester Sly .....	Parts of Frontenac and Leeds .....	Morton .....	50 "
George Bilton .....	Parts of Frontenac and Leeds .....	Newborough .....	50 "
A. E. Sliter .....	Gananoque River and Lakes .....	Morton .....	50 "

A. KIRKWOOD.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1892.



APPENDIX No. 11.

Statement of the number of letters received and mailed by the Department in 1890, 1891 and 1892.

Years.	Sales and Free Grants.	Accounts.	Surveys.	Woods and Forests.	Colonization Roads.	Totals.	Names indexed.	Enclosures.	Orders in Council.	Returned Letters.	Mailed from Department.
1890 .....	6,954	1,444	2,486	4,272	2,679	17,837	24,000	34,000	24	25	21,022
1891 .....	7,068	929	2,432	5,862	2,086	18,385	24,600	34,600	51	16	28,292
1892 .....	6,649	1,014	2,558	6,389	1,721	18,331	24,600	34,600	53	16	28,988

AUBREY WHITE,  
Assistant Commissioner.

CHARLES S. JONES,  
Registrar.

DEPARTMENT OF CROWN LANDS,  
Toronto, 31st December, 1892.

# APPENDIX No. 12.

## Statement of Municipal Surveys confirmed during the year 1892.

No.	Name of Surveyor.	No.	Date of instruction.	Description of Survey.	Date when confirmed.
1	William M. Davis .....	573	19th June, 1891 .....	To survey the road allowance between the 2nd and third concessions of the township of Dunwich, opposite lots numbers 13 and 14, and to mark the same by stone or iron monuments .....	6th October, 1892.
2	John Stewart .....	584	7th September, 1892 ....	To survey portions of the 3rd and 4th concession line, Rideau front of the township of Nepean, from base line between the Ottawa and Rideau fronts, southerly to lot number 22, or wherever the concession line can be found, and from lot number 15 southerly to the town line, and to mark the road allowance between said concessions by permanent stone or iron boundaries. ....	10th December, 1892.

GEORGE B. KIRKPATRICK,  
Director of Surveys.

DEPARTMENT OF CROWN LANDS,  
TORONTO, December 31st 1892.

AUBREY WHITE,  
Assistant Commissioner.

# APPENDIX No. 13.

Statement of Municipal Surveys for which instructions were issued during the year 1892.

No.	Name of Surveyor.	No.	Date of Instructions.	Description of Survey.	Date when Confirmed.
1	John H. Moore.....	577	4th February, 1892 .....	To survey that part of concession line between the 4th and 5th concessions of the township of Montague, from the original post at lots 2 and 3, westerly to the nearest point where the concession line can be established, and to mark the same by permanent stone or iron monuments.....	.....
2	Chas. E. Fitton.....	578	8th April, 1892 .....	To survey the road allowance between the north halves of lots numbers 15 and 16th in the 9th concession of the township of Flos, and to plant stone or iron monuments to define each side of said road allowance.....	.....
3	F. W. Wilkins .....	579	30th May, 1892 .....	To survey the concession lines and side road lines or other original allowances for road upon, through or adjoining lots numbers 13, 14 and 15 in the 11th concession of the township of North Monaghan, and to mark the same by permanent stone or iron monuments..	.....
4	John H. Moore.....	580	4th August, 1892 .....	To survey the boundary line between the townships of Ramsay and Packenham, across the 9th concession, and to plant permanent stone or other durable monuments at the east and west ends of said concession in said township, and such other portions of said boundary as may be necessary.....	.....
5	Isaac Traynor .....	581	4th August, 1892 .....	To survey lots numbers 26 and 27 in the 21st and 22nd concessions of the township of Egrement, and to plant stone or other permanent monuments at the front and rear ends of the limits of said lots in said concessions .....	.....
6	C. A. Biggar .....	582	4th August, 1892 .....	To survey the line between the 11th and 12th concessions of the township of Winchester, and to mark said line by permanent stone or iron monuments .....	.....

# APPENDIX No. 13.--*Concluded.*

Statement of Municipal Surveys for which instructions were issued during the year 1892.

No.	Name of Surveyor.	No.	Date of Instructions.	Description of Survey.	Date when Confirmed.
7	Jas. W. Tyrrell.....	583	4th August, 1892 .....	To survey the boundary line on the south end of block number 2, in the 3rd concession of the township of Binbrook, and to plant permanent stone or iron monuments .....	.....
8	John Stewart....	584	7th September, 1892 ...	To survey portions of the 3rd and 4th concession line, Rideau front, of the township of Nepean, from base line between the Ottawa and Rideau fronts, southerly to lot number 22 or wherever the concession line can be found, and from lot number 15 southerly to the town line, and to mark the road allowance between said concessions by permanent stone or iron boundaries .....	10th December, 1892.
9	D. R. Brown .....	585	28th September, 1892 ..	To survey the road allowance between concessions 11 and 12 in the township of Finch, from the western boundary of said township across lots numbers 1, 2 and 3 to an established post between lots 3 and 4 in the 12th concession, and to mark the road allowance on each side thereof by permanent stone or iron monuments.....	.....

GEORGE B. KIRKPATRICK,  
Director of Surveys.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1892.



APPENDIX No. 14.  
Statement of Crown Lands Surveys completed and closed during the year 1892.

No.	Date of Instructions.	Name of Surveyor.	Description of Survey.	Amount paid.	No. of acres.
1	May 19, 1891	Alex. Niven	Base and Meridian lines in District of Rainy River	\$880 00	57,668
2	" 26, "	J. W. Fitzgerald	Township of Clancy	436 76	28,292
3	June 16, "	H. R. McEvoy	" Bastado	580 44	22,704
4	" 18, "	D. L. Sanderson	" Dunlop	893 48	22,873
5	" 18, "	E. J. Ramboth	" Vernon	601 11	37,273
6	" 18, "	J. S. Laird	" Gorham	609 11	40,204
7	" 18, "	B. J. Saunders	" Ware	814 28	
8	July 10, "	Elihu Stewart	Certain parts of township outlines in the District of Algoma	34 85	
9	August 31, "	H. B. Proudfoot	Re-survey of part of the town plot of Alberton	173 96	
10	September 3, "	Jas. Dickson	Inspection of surveys, 1891	314 91	
11	October 14, "	H. B. Proudfoot	Survey of lakes in Thunder Bay district	2,435 17	
12	January 23, "	Alex. Niven	base and meridian lines, Rainy River district	4,120 00	
13	May 26, "	Jas. W. Fitzgerald	Township of Master	4,189 71	59,853
14	June 3, "	T. B. Speight	" Bigelow	1,589 08	22,844
15	" 20, "	Elihu Stewart	" Falconbridge	1,612 24	23,032
16	" 20, "	" "	" Macleannan	1,593 48	22,761
17	" 20, "	James Warren	" Street	1,621 62	22,707
18	" 20, "	Davis & Griffin	" Scudding	1,589 49	
19	" 29, "	John McAree	Parts of township outlines along C. P. R. in Algoma district	1,700 00	
20	" 29, "	Alex. Baird	Township of McLaren	1,628 83	23,269
21	" 29, "	Lewis Bolton	" Gough	1,640 45	33,485
22	July 5, "	W. R. Burke	" Thistle	1,983 59	
23	" 4, "	David Beatty	Survey of timber berths 28, 29, 36, 37, 66, 137, 143, and Proctor	1,611 26	28,337
24	" "	Edmund Seager	Surveys near Rat Portage	315 52	
25	" "	Wm. Galbraith	Timber berths, Humboldt, Carlyle and Goschen, and Block A, at N. Wangle, of Finlayson	1,360 13	
26	" "	J. F. Whitson	Timber berth at Pogamasing Lake	95 70	
27	" "	H. B. Proudfoot	Survey of height of land between Wabigoon and Turtle Lakes	70 06	
28	" "	A. Niven	" certain section lines in Morley	110 98	
29	" "	S. Malcolm	Valuation of lands at Pointe aux Pins	285 25	
30	" "	M. J. Butler	Expenses re Keenebec survey	22 50	
31	" "	F. L. Foster	Preparing sketch of channel, St. Clair River	5 00	
32	" "	G. B. Kirkpatrick	Expenses re investigation Rainy River claims at Rat Portage	293 50	
33	" "	J. F. Whitson	Drawing maps	1,200 00	
34	" "	" "	Toronto Lithographic Co., printing maps	451 50	
35	" "	" "	The Copp Clark Co., printing maps to accompany report of Bureau of Mines	1,182 35	
				\$38,086 24	468,481

GEORGE B. KIRKPATRICK, Director of Surveys.

AUBREY WHITE, Assistant Commissioner.

DEPARTMENT OF CROWN LANDS, TORONTO, 31st December, 1892.

## APPENDIX No. 15.

Statement of Crown Lands Surveys in progress and amounts advanced up to date, during the year 1892.

No.	Date of Instructions.	Name of Surveyor.	Description of Survey.	Amount advanced.
1	June 27, 1892 .....	B. J. Saunders .....	Township of Booth .....	\$ c.
2	July 4, " .....	H. B. Prondfoot .....	" Spohn .....	2,000 00
3	October 11, " .....	Jas. Dickson .....	Inspection of surveys, 1892 .....	1,800 00
4		" .....	Expenses <i>re</i> Forest and Park reservation .....	800 00
5			Copp Clark & Co., on account printing maps .....	130 00
				400 00
				5,130 00

AUBREY WHITE,  
Assistant Commissioner.GEORGE B. KIRKPATRICK,  
Director of Surveys.DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1892.

Statement of Mineral Lands which have been patented in unsurveyed territory in the districts of Thunder Bay, Algoma, and Nipissing during the year 1892.

No.	No. of Description.	Patentees.	Designation of Mining Tract.	Acres.	Amount.	Date of Patent.
1	2962	A. M. Stearne & Geo. Weatherby . . . . .	Mining location R. 52l east coast of Black Bay, Lake Superior.	150	\$ c. 300 00	22nd January, 1892.
2	2972	G. Smith, H. B. Poulton, C. G. Richardson and Jas. S. Lockie . . . . .	{ " " McA 2, on Rabbit Lake, east of Lake Wahnapitae. . . . .	41	82 00	11th March, 1892.
3	2976	Benjamin W. Folger . . . . .	W 230, W 231, W 232, south of township of Moss . . . . .	244	488 00	9th May, 1892.
4	2977	Christopher Orites . . . . .	R J 2, east of Proudfoot's meridian line, Nipissing. . . . .	40	100 00	2nd June, 1892.
5	2978	William K. Moore . . . . .	W D 19, east of Proudfoot's meridian line, Nipissing. . . . .	40	100 00	2nd June, 1892.
6	2983	G. T. Ware & C. H. Werner . . . . .	95x125x120x north of Arrow Lake . . . . .	762	1,524 00	6th July, 1892.
7	2983½	R. H. Cooke . . . . .	West ½ of 66E, north of Schrieber Station. . . . .	40	120 00	15th September, 1892.
8	2987	N. Palanquin. . . . .	W D 43, Mataganasing Lake, east of Wahnapitae Lake. . . . .	26	66 00	1st November, 1892.
9	2988	B. G. Hamilton . . . . .	R 499, R 490, R 509, on Mattawin River, west of Conmee . . . . .	287	574 00	1st November, 1892.
10	2989	G. W. Shaw. . . . .	R 523, R 524, R 525, south of Lybster . . . . .	160	480 00	1st November, 1892.
11	2991	A. Charlebois & A. Mondoux. . . . .	W. R. 34, W. R. 35, east of the township of Scadding . . . . .	76	190 00	31st October, 1892.
12	2992	G. E. Ollerhead . . . . .	R 479, on Mattawin River, west of township of Conmee. . . . .	82	164 00	31st October, 1892.
13	2993	H. Blain & A. B. Lee. . . . .	171x, Gun Flint Lake. . . . .	182	546 00	5th November, 1892.
14	2994	Ferdinand Perras. . . . .	W R 40, east of Boland Lake, east of Wahnapitae Lake . . . . .	18	45 00	5th November, 1892.
				2148	4,778 00	

GEORGE B. KIRKPATRICK,

Director of Surveys.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1892.

AUBREY WHITE,  
Assistant Commissioner.

## APPENDIX NO. 17.

Statement of Lands which have been patented in unsurveyed territory in the District of Rainy River, during the year 1892.

No.	No. of Description.	Patentees.	Designation of Land.	Acres.	Amount.		Date of Patent.
					\$	c.	
1	151	D. C. Cameron & H. W. Kennedy....	Mill location at Norman .....	33	330	00	8th January, 1892.
2	152	J. W. Brereton .....	150p on Coney Island, Lake of the Woods.....	1	10	00	7th "
3	153	Joseph LaCourse .....	371p east of Rat Portage.....	10	20	00	6th "
4	154	Margaret Gregg .....	Grigg location at Keewatin .....	2	20	00	8th "
5	155	Andrew Simpson .....	Simpson location, north of C. P. R. track, Keewatin.....	1	10	00	22nd "
6	156	A. Benson & Geo. Swanson .....	372p east of Indian Reserve 38B, Lake of the Woods.....	34	136	00	21st "
7	157	Charles S. Morris .....	X33 Pine Portage Bay, .....	80	160	00	3rd February, "
8	158	Dumas Harrison .....	363p east of Western Lumber Coy's, location, Rat Portage.....	3	15	00	9th "
9	159	A. H. Feghelly .....	367p .....	1	5	00	15th "
10	160	John Mather .....	358p an Island in Portage Bay, Keewatin.....	4	20	00	15th "
11	161	Thos. L. Peters .....	363p, 364p west of Treaty Island, Lake of the Woods.....	2	13	00	27th "
12	162	H. W. Kobold .....	368p east of Western Lumber Coy's, location, Rat Portage.....	7	35	00	29th "
13	163	W. R. Dick & M. Banning .....	52p, 52pA, 54p islands west of Coney Island.....	45	230	00	15th March,
14	164	Geo. Drewry .....	270p an island, east of Coney Island.....	2	10	00	15th "
15	165	John P. Donnelly & J. W. Cousins .....	K65 an island west of Yellow Girl Point, Lake of the Woods.....	49	98	00	14th "
16	167	J. C. McKay & B. M. Fitzgerald .....	K1 near Pipestone point, .....	27	55	00	11th April,
17	168	J. Galt, G. W. Allan & A. M. Nanton .....	K 129 an island s w of Bare point, .....	49	245	00	16th "
18	169	A. Nelson & E. Seager .....	272p, 272pA islands in Pine Portage Bay, .....	2	40	00	13th "
19	171	James Fraser .....	Fraser's location, north of C. P. R. track, Keewatin.....	1	12	00	11th May,
20	172	F. M. Fortier .....	361p, 362P islands south of Coney Island, Lake of the Woods.....	1	13	00	10th "
21	173	Lake of the Woods Milling Co. ....	200p, 200pA, 200pB, 200pC Keewatin.....	12	130	00	10th "
22	174	F. Campbell .....	K9 south-east of Rat Portage .....	89	179	00	23rd June
23	175	James R. Waghorn.....	55p, 58p, islands south west and west of Coney Island.....	7	40	00	23rd "
24	176	S. S. Scovil .....	362p on easterly side of Coney Island, Lake of the Woods.....	3	30	00	24th "
25	177	H. H. Beck .....	74p, an island west of the Devil's Gap, .....	3	15	00	22nd "
26	178	Keewatin Lumbering and Manfg. Co.	Two blocks of land on the northerly side of Coney Island, Lake of the Wood .....	13	58	00	22nd "
27	179	H. S. Westbrook .....	359p on north side of Coney Island, Lake of the Woods.....	3	30	00	24th "
28	180	H. H. Beck ..	365p, an inland west of the Devil's Gap, .....	3	5	00	22nd "
29	181	F. L. Paton ..	K131, an island south-west of Bare Point, .....	8	40	00	22nd "
30	182	John H. Webster ..	73p, an island west of Devil's Gap, .....	4	21	00	21st "
31	183	E. O. Biggs ..	370p on easterly side of Coney Island, .....	1	18	00	24th "
32	184	W. A. Black ..	69p, an island south-west of Coney Island .....	23	115	00	21st "
33	185	John P. Larkin & H. Wright .....	370p, an island west of Devil's Gap, .....	2	11	00	21st "
34	186	William Fenn ..	53p, an island west of Coney Island, .....	1	6	00	21st "
35	187	F. M. Wade .....	K145, or Keewatin Island, .....	3	15	00	30th "



36	188	W. Ross, R. Hall and M. Brown.	227r at Norman, Rat Portage.	21	210 00	30th June, 1892.
37	189	S. S. Scovil	302p, near Pine Portage Bay, Lake of the Woods.	40	120 00	7th July
38	190	G. W. Allan	392p, on north side of Coney Island	6	68 00	15th "
39	191	James McLaughlin	144k, an island opposite Bulmer's location	8	80-100	7th "
40	192	William Laird	396p, on south side of Coney Island, Lake of the Woods	8	50-100	7th "
41	193	John H. Munson	398p, on north side of Coney Island,	5	80-100	15th "
42	194	Henry Edward Philpott	397p " "	10	16-100	20th "
43	195	John H. Munson & G. W. Allan	407p " "	10	73-100	20th "
44	196	W. R. Ross	408p on Coney Island,	19	68-100	27th "
45	198	P. L'Heureux	K146, an island in Rat Portage Bay.	2	10 00	3rd August,
46	199	C. S. Lott	398p, 398pA, 399p, islands in Rat Portage Bay,	9	74-100	2nd September
47	200	M. J. Campbell	K150, an island, south-west of Wiley's point,	9	27 00	14th "
48	200 <sup>1</sup>	B. M. Fitzgerald	411p on Coney Island,	3	30 00	20th "
49	201	J. H. Webster & E. A. Angell	409p, near Pine Portage Bay,	40	120 00	9th "
50	201 <sup>1</sup>	Hugh Pedley	414p on north-westerly end of Coney Island,	9	92 00	20th "
51	202	S. S. Scovil	412p and addition to 409p, north-east of Pine Portage Bay	46	138 00	14th "
52	202 <sup>1</sup>	W. Hespeler	402p on south-westerly point of Coney Island	7	75-100	20th "
53	203	A. M. Nanton	401p on south-west point of Coney Island.	6	70 00	20th "
54	204	J. B. Wilson, J. Leng, F. B. McManus	K92, east and adjoining Ind. Reserve, 383 Lake of the Woods.	7	128 00	14th "
55	205	F. J. Clarke	418p on Tunnel Island, Lake of the Woods	18	50-100	21st "
56	206	Thos. L. Peters	415p on Coney Island,	4	42 00	1st November,
57	207	H. W. Kobold and J. W. Humble	419p on Tunnel Island,	23	110 00	2nd "
58	210	Henry Bell	59p, an island in Rat Portage Bay, Lake of the Woods.	13	65 00	1st "
59	211	Francis L. Patton	404p, on Coney Island, Lake of the Woods	9	95 00	20th October,
60	212	C. S. Hoare	403p, " "	7	72 00	1st November,
61	213	William T. Peters	60p, an island south-west of Coney Island, Lake of the Woods.	29	145 00	20th October,
62	214	William T. Peters	70p, " "	17	85 00	20th "
63	215	A. McKenzie Stow	436p, on Coney Island, Lake of the Woods	3	35 00	20th "
64	216	J. A. Maughan	430p, " "	10	45-100	20th "
65	217	Laurence H. J. Minchin	429p, " "	9	10-100	20th "
66	218	J. W. Brereton	420p, an island south of Coney Island, Lake of the Woods.	2	10 00	20th "
67	219	H. W. A. Chambré	421p, an island in Pine Portage Bay,	3	5 00	29th "
68	220	O. Montgomery and W. Nixon	262p, south of and adjoining Rossland Station.	53	159 00	20th "
69	221	J. S. Ewart and J. W. Brown	Quarry Island, Lake of the Woods	80	240 00	20th "
70	222	Elizabeth P. McDonald	B298p, an island west of Sultana Island, Lake of the Woods.	3	20 00	31st "
71	223	Chas. W. Chadwick	A298p, " "	25	75 00	31st "
72	224	M. M. Holmes and O. Montgomery	406p, on south side of Coney	12	34-100	29th "
73	225	Frank Gardiner	405p, " "	11	68-100	29th "
74	226	Israel Gagne	K157, an island south of Bare Point,	16	48 00	31st "
75	228	J. M. Macgregor	A13, an island in Clear Water Bay	12	25 00	7th December
76	229	B. M. Fitzgerald & Robert Laurensen.	370r, east of and adjoining Western Lumber Co's. location, Rat Portage.	5	25 00	"
77	230	Isaac Wait	366r, east of and adjoining Western Lumber Co's. location, Rat Portage	50-100	5 00	"
78	232	Vine D. Simar	442p, on Hay Island, Lake of the Woods.	55	165 00	"
79	233	Chas. A. Moore	444p, on west side of Middle Island, Lake of the Woods.	42	126 00	"
80	234	Levi R. McKay	Menzie's Island, Lake of the Woods	60	60 00	"
81	235	Ernest L. Heureux	K158, an island west of Coney Island, Lake of the Woods	25-100	5 00	"
82	236	F. T. Griffin	422p, " south	5	25 00	"
83	237	John Grisdale	362pA, " "	28-100	5 00	"
84	238	Albert B. Upton	136p, on Andrew Bay, Lake of the Woods.	151	453 00	"

APPENDIX No. 17.—*Concluded*.

Statement of Lands which have been patented in unsurveyed territory in the District of Rainy River, during the year, 1892.

No. Patentees.	Patentees.	Designation of Land.	Acres.	Amount.	Date of Patent.
85	239	147 $\frac{1}{2}$ , or Minnesabic Island,	5	10 00	30th December, 1892.
86	240	F18, an island in Bigstone Bay,	29	58 00	" "
87	241	Copper Island,	22	45 00	" "
88	242	10 $\frac{1}{2}$ l, 10 $\frac{1}{2}$ islands in Bigstone Bay, Lake of the Woods.	10	20 00	" "
89	243	413 $\frac{1}{2}$ , part of an island north of Devil's Gap,	6	32 50	" "
90	244	395 $\frac{1}{2}$ , south of Rossland Station	40	120 00	" "
91	245	K153, K154, K155 and K156, on Breakneck Lake, east of Rat Portage	108	324 00	" "
			1,752	\$7,058 75	

GEORGE B. KIRKPATRICK,

Director of Surveys.

AUBREY WHITE,

Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,

Toronto, 31st December, 1892.

## APPENDIX No. 18.

STATEMENT of Patents, etc., issued by the Patents Branch during the year 1892.

	Number.
Crown Lands.....	270
School “ .....	68
Mining “ .....	37
Public “ (late clergy reserves).....	33
Free Grants Lands, A. A. ....	64
“ “ “ (under Act of 1880).....	250
Rainy River “ .....	98
Licenses of occupation.....	2
Leases—Mining .....	95
“ Crown.....	2
Total.....	919

JOHN M. GRANT,  
Chief Clerk.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1892.

(Appendix No. 19.)

## TOWNSHIP OF SCADDING.

## DISTRICT OF NIPISSING.

WOODSTOCK, ONTARIO,  
December 31st, 1892.

SIR.—We have the honor to report, that in accordance with your instructions, dated June 20th, 1892, to survey the township of Scadding, in the district of Nipissing, into lots of three hundred and twenty acres each; we proceeded to that township, and began the survey thereof on July 14th.

We left Wahnapiatae Station on the Canadian Pacific Railway, with a party of fourteen men all told, and went by way of the Wahnapiatae River, making seven short portages before reaching the township of Scadding and made our first camp on Moose island just above the southern boundary.

We began the survey at the south-east angle of the township, at a Tamarac post, marked XL. on the west side, and XXXII. on the east side, and retraced and rechaind the line run by P. L. Surveyor Bell, in the year 1885, for the front of the first concession, making each lot forty chains in width, except lot twelve which is forty-six chains fifty-three links wide, the south-west angle of the township being at the Tamarac post described in P. L. S. Bell's notes, and on the projected plan.

The variation of the magnetic needle not being uniform, the compass was generally unreliable, the lines were therefore run by the transit or solar compass.

Through an error in the use of the transit the line in front of the lots nine, ten, eleven and twelve, concession three, was run on a wrong bearing, and was run over again, as shown in the field notes.

The township is well timbered, except the parts overrun by fire, which are grown up with a thick undergrowth of birch, red pine, poplar, etc., the largest being three or four inches in diameter. In the south half of the township most of the good pine has been cut, but in the north half there is a great amount of valuable pine timber standing, especially in the eastern portion of it. This could be got to Wahnapiatae Lake without great difficulty.

In the south half of the township, our work was facilitated by a number of roads constructed by the Georgian Bay Lumber Company. The chief of these are shown on the plan, and in the field notes.

The soil in the whole of the township is shallow and stony, and unfit for agriculture, but a number of mining locations have been taken up.

Being compelled by urgent private affairs, to return to Woodstock, before completing the survey, Mr. W. R. Burke, O. L. Surveyor was, with your permission employed by us to run the lines in the sixth concession, and to do most of the traversing, which he did in November, part of the traversing being done on the ice as shown in the field notes.

The distances in the survey of the lakes and river were measured with the micrometer.

We have the honor to be, Sir,  
Your obedient servants,

(Sgd) DAVIS & GRIFFIN,  
Ontario Land Surveyors.

The Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 20.)

## TOWNSHIP OF STREET.

DISTRICT OF NIPISSING,

WALKERTON, December 6th, 1892.

SIR,—I have the honor to submit the following report of the survey of the township of Street, in the district of Nipissing, in accordance with instructions from your Department, dated 20th June, 1892.

Proceeding to Markstay Station by the Canadian Pacific Railway, I followed the railway to the east boundary of the township of Awrey, thence north along this boundary to a pine post planted by Ontario Land Surveyor A. Niven at the north-east angle of said township of Awrey; and here commenced my survey at the south-east angle of the township of Street.

I retraced the north boundary of Awrey for the front of my first concession, marking and planting lot posts at every half mile until I reached the south-west angle of my township where a cedar post marks the intersection of the four adjoining townships.



Returning to the south-east angle of Street, I ran due north astronomically to the front of concession six and from this point deflected to east to connect with the tamarac post planted by P. L. S. Wm. Bell to mark the north-east angle of the township of Street. This deflection was made necessary by a surplus in length of the north boundary of Street as previously surveyed.

From the south and east boundaries I then ran the several side lines and concession lines due north and west respectively as per instructions, taking frequent astronomical observations to secure accuracy.

A very small percentage of the whole area may be termed good farm land, the more desirable part for such purposes being to the west of Wahnapiatae River and along the valley of Timmins' Creek, the latter containing some tolerably good wild hay or grazing lands.

In the western part the rock is less exposed by reason of a considerable growth of timber. The soil in the valleys consists chiefly of clay loam, but with no large area in any one place.

The eastern part of the township is much broken by low, rocky ridges with occasional patches of swamp and beaver meadow, which may at some time be utilized for grazing lands.

The western half of the township is well timbered with white and red pine, spruce, birch, maple, jack pine, balsam and poplar; the greater portion of good pine being on lots eight, nine, ten and eleven, in concession five and lots seven, eight, nine, ten and eleven, concession six. Brule about ten or fifteen years old covers the eastern half, the second growth thereon consists of poplar, birch and jack-pine, with here and there, a dead tree of the original pine.

The township is well watered by the Wahnapiatae River, Timmins' Creek and numerous springs.

The Wahnapiatae River is a fine stream for lumbering purposes, having an average width of two to three chains. Upon this stream on lot nine, concession two there are two falls, well adapted for mill sites. Timmins' Creek, in the north-east part of the township has an average width of about twenty-five links and a depth of two feet. Two miles of this stream were at one time used for driving logs.

The rock in this township is granite and no minerals of value were observed, though the magnetic variation was very irregular—the average I found to be north six degrees and thirty minutes west.

Moose, red deer and beaver were numerous; smaller game, such as rabbits and partridge also abounded. We found scarcely any fish in the Wahnapiatae River.

Herewith I submit plans, field notes of survey with timber plan.

I have the honor to be, Sir,

Your obedient servant,

(Sgd) JAMES 'WARREN,

Ontario Land Surveyor.

The Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 21).

## TOWNSHIP OF MACLENNAN.

DISTRICT OF NIPISSING.

COLLINGWOOD, ONTARIO,  
December 8th, 1892.

SIR.—I have the honor to submit the following report of the survey of the township of Maclennan, in the district of Nipissing, surveyed by me under instructions from your Department, dated June 20th, 1892.

The survey was made during the months of September and October.

I commenced my survey at the south-east angle of the township, at a tamarac post, planted by P. L. S. W. Bell, in 1885. This point is also at the corners of the townships of Scadding, Street and Falconbridge, the last of which I had just finished subdividing. I retraced westerly from my starting point the line run by O. L. S. McEvoy in 1886 as the front of my first concession, planting lot posts at regular intervals of forty chains thereon until I reached the south-west angle of the township, where a cedar post had been planted, marked XLVIII. on the east side, and LVI. on the west side. I then ran northerly from my place of beginning on a bearing of N.  $0^{\circ} 22'$  W. till I met a cedar post planted by O. L. S. McEvoy in 1888 marked VI. M. on the north boundary of the south half of timber berth 49. I ascertained that the last named bearing would intersect the said VI. M. post by previously running the side line between lots two and three, due north from the south boundary of the township to the said north boundary of the south half of timber berth 49, and ascertaining by chaining on these two boundaries the difference in longitude between the above mentioned posts. The east boundary of the township from the said VI. M. post north, to its termination at Lake Wahnapiatae was run on a due-north course. I retraced that portion of my west boundary run by O. L. S. McEvoy in his survey of the outlines of the south half of the above mentioned berth as well as his north boundary of the south half of said berth. The latter boundary line I made the front of my fourth concession by planting my lot posts thereon.

Owing to the south boundary of the township as previously run bearing to the south of west, the depths of the lots in concession one increases towards the west. By an observation taken on this line and at a distance of about three and a-half miles from the east boundary, I found its bearing to be N.  $88^{\circ} 49'$  E. I then continued my survey north to Lake Wahnapiatae the shore of which I traversed, connecting my traverse lines with the concession and side lines of the township.

The surface of this township is considerably broken by hills and rock ridges. There is some fair land in the southern part of the township, but the greater part of that bordering on the lake and in that neighborhood is not adapted for agriculture, but here are found very promising deposits of nickel ore. Some of these have been partially developed and excellent specimens obtained. A number of mining locations have been laid out in the township, the outlines of which I connected with the posts on my lines. The timber consists of pine, balsam, spruce, cedar, birch and tamarac. The pine is of a very fair quality and in considerable abundance. The southern part has been under operation for some years by the Georgian Bay Lumber Company. In order to reach their work they built a tote road some years ago from Wahnapiatae Station to Lake Wahnapiatae. During the past season the Government has very much improved it for a distance of seven or eight miles north from the station.

There are several small lakes, mostly near the north-west of the township, and one in the north-east part. The only stream worthy of mention is Massey Creek. It is about forty links wide, flowing northerly into Massey Bay, an arm of Wahnapiatae Lake. It is utilized for a short distance by the lumber company in driving their logs to the lake.

A fair estimate of the area of agricultural lands in the township would probably be about forty per cent.

I have the honor to be, Sir,  
Your obedient servant,

(Sgd) E. STEWART,  
Ontario Land Surveyor.

The Honorable A. S. HARDY,  
Comissioner of Crown Lands,  
Toronto.

*(Appendix No. 22.)*

## TOWNSHIP OF FALCONBRIDGE.

DISTRICT OF NIPISSING.

COLLINGWOOD, ONTARIO,

December 8th, 1892.

SIR.—I have the honor to submit the following report of the survey of the township of Falconbridge, in the district of Nipissing, surveyed by me under instructions from your Department, dated June 20th, 1892.

The survey was made during the months of August and September.

I commenced my survey at the south-east angle of the township, at a cedar post, planted by O. L. S. Niven for the north-west angle of the township of Awrey and retraced the north boundary of Dryden, westward for the front of my first concession, marking and planting lot posts at every half mile till I reached the south-west angle, where I found a balsam post at the corner of the four contiguous townships.

The east boundary having been run by P. L. S. William Bell in 1885, I retraced and chained this line 80.10 chains to a post planted by him and marked one mile.

I then marked and planted a new post beside this one, and from it ran my line between concessions one and two, due-west across the township to its intersection with the adjoining township of Garson. This line I made the basis of my work, and from it continued the work to the north boundary, planting new posts on the east boundary alongside Mr. Bell's mile posts, but showing in my notes my chaining between them. Owing to the south boundary not being run throughout on a due east and west course, the depths of the lots in the first concession are irregular.

I also retraced and chained the east boundary of Garson as my west boundary, as the work proceeded. As will be seen by the notes, my posts and intersecting lines on that boundary vary considerably from those in Garson.

The north boundary of this township, run by O. L. S. McEvoy in 1886, is well cut out and well blazed, but on a course varying considerably from due east and west. By an observation taken on this line and at a distance of about three and a-half miles from the east boundary, I found its bearing to be N. 88° 49' E. As this line had been run from the east to the west, this error in bearing had the effect of gradually decreasing the depth of lots in the sixth concession of this township towards the west. I found several mining locations laid out in the township, and have connected their outlines with the posts on my lines.

The timber on this township consists of pine, cedar, balsam, spruce, tamarac and birch. The pine is of a very good quality and the quantity before cutting was commenced must have been very large. There is still a fine pine belt towards the north and westerly part of the township. The berth is owned by the Emery Lumber Company, who are operating it in connection with the township of Garson which they also own. This company have a railway in operation for carrying their logs to the Wahnapiatae River from those parts of their limits that are not accessible by water. This road is well built, and runs from Wahnapiatae Station on the C. P. R. in a north-westerly course, passing through part of Dryden, then across the south-west part of this township into Garson and northerly through the easterly part of Garson to near its north boundary.

There is very little water in the township, Emery Creek, a small tributary of the Wahnapiatae River, about fifty links in width, being the only stream worthy of mention. It divides itself near the south boundary of the township and on lot five into two branches, one of which winds southerly through the easterly part of the township, and the other rising in a small lake near the west boundary, flows easterly to join the other branch, as above stated. This stream and both its branches are utilized by the Emery Company in driving their logs to the Wahnapiatae.



A very good colonization road has been built during the past season from Wahnapitae station on the C. P. R. through part of Dryden, and northerly into the third concession of this township. It follows the old tote road leading from the railway station to Wahnapitae Lake.

In several places indications of nickel and copper ore were observable, but no large surface show was seen in the township.

The general character of the township is undulating, and in some parts hilly. There is not much bare rock. The soil is a clay and sandy loam, capable of bearing good crops of oats, peas, potatoes, turnips, etc., as is evidenced by those grown by the Emery Company at their depots. I would estimate that fully fifty per cent. of the township would be fit for agricultural purposes.

I have the honor to be, Sir,  
Your obedient servant,

(Sgd) E. STEWART,  
Ontario Land Surveyor.

The Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

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(Appendix No. 23.)

## TOWNSHIP OF McLAREN.

### DISTRICT OF NIPISSING.

LEAMINGTON, ONTARIO,  
December 14th, 1892.

SIR.—I have the honor to submit the following report of my survey of the township of McLaren, in the district of Nipissing, surveyed under instructions from your Department, dated the 29th June, 1892.

I proceeded from here to Sturgeon Falls *via* railway, where I obtained supplies, canoes and a number of men; thence up Sturgeon River to a timber road along Pike Creek, and thence along this road to the north-west angle of the township of Fell, where I found a cedar post in a cairn of stones, marked on the south-east side "Fell, Con. VI., Lot XII," and on the north-west side "Thistle, Con. I., Lot I." Retracing from this post eastward, the north boundary of the township of Fell, surveyed in 1891 by O. L. S. Burke, to the north-east angle of the same, where I found the cedar post, in a stone cairn, marked on the south-west side, "Fell, Con. VI., Lot I," as described in the notes of the north boundary of that township, sent me with my instructions. I then proceeded west and north, planting the posts for the lots at distances of forty chains, and running the lines conforming as closely as possible with the projected plan and instructions.

The accompanying plan of the township and field notes of the survey, showing the lots as laid out, I beg to submit herewith, all of which I trust will be found satisfactory.

The township throughout is very undulating and rocky, more especially the western part, where the rocky ridges attain the greatest elevation.

The percentage of land that could be utilized for farming purposes is but small, and is to be found principally in the valleys, and on the low-lying ridges in the east and south portions of the township.

The soil is a reddish sand on the high land, and in the beaver meadows, valleys and swamps, a dark sandy loam.

The timber throughout is principally pine, spruce, tamarac, cedar, birch, poplar and balsam. Small patches of good pine were found in the north-east and south-west



portions of the township, the balance being small and scrubby. The spruce, tamarac and cedar found in the swamps being of a fair size and good, the birch and poplar being also good, and found in considerable quantities.

The township is well watered with lakes and creeks; in the former abound black bass, pike, pickerel and perch.

No economic minerals were found during the survey, the principal rock formation being Huronian.

Moose, red deer, wolf, bear, beaver, mink and otter abound in the township.

Several astronomical observations were taken during the survey, and the variation of the magnetic needle was found to be  $8^{\circ}15'$  west.

I have honor to be, Sir,  
Your obedient servant,

(Sgd) ALEX. BAIRD,  
Ontario Land Surveyor.

The Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

*(Appendix No. 24.)*

## TOWNSHIP OF MASTER.

### DISTRICT OF NIPISSING.

PETERBOROUGH, ONTARIO,  
December 5th, 1892.

SIR.—I have the honour to report on the survey of the township of Master, in the Nipissing district, made during the past summer under your instructions, dated May 26th, 1892.

Herewith I also beg to submit the plan and field notes of survey, all of which will, I trust, be found satisfactory.

The township lies immediately east of Guthrie, surveyed by myself two years ago; north of Richards, surveyed in 1862, by Ontario Land Surveyor Robert Hamilton, and part of Burns, surveyed in 1874 by Ontario Land Surveyor T. O. Bolger, and west of townships Fraser and McKay, surveyed in 1855 by Provincial Land Surveyor John Robertson.

The township of Stratton, unsurveyed, lies immediately north of Master.

The north branch of the Pine River, which flows into the Bonnechere River, has its source in the south-west part of the township, and Indian River, flowing into the Ottawa River at Pembroke, has its headwaters in the south-east part.

The waters in the northerly part flow into the south branch of the Petawawa River. In these, fish of various kinds are plentifully found.

The township has been lumbered over many years ago, as some of the old pine stumps are still met with. At present there is very little, if any, pine of value in the township.

A large area is composed of *brulé* and covered with young poplar, white birch, etc., etc., the remainder with ordinary bush made up of hemlock, tamarac, spruce, maple, beech, basswood, ironwood, etc.

As might be inferred from the numerous water sources, the general cast of the township is broken and hilly.

This is especially so in the south-west quarter, along the head-water of the Pine River, where at either side rocky ridges and gneiss escarpments crop out.

In the valleys and up the slopes, where not too stony, fair alluvial and sandy soils are found.

The north-west quarter of the township is less broken, and it contains a large proportion of arable land.

The woods are of the same mixed kind, and of average growth.

Towards the north boundary the country improves, more hardwood prevails, and the character of the land also improves, and is reported to extend quite a distance northward into the adjoining township.

The easterly half of the township presents the same general aspects though not quite so hilly or broken.

Scattered over this part, as indeed over most of the township, are tracts of *brulé* covered with a new growth of mixed bush.

The standing woods are light, and in places withered and charred by fire of recent date.

Several tracts of undulating land, more or less stony at surface and bottom, but of kind and productive soil, when free of stone, are present in the east half of the township.

The soil is generally composed of a sand clay loam, mixed with gravel and stone on the uplands, but in the flats and valleys it is of an alluvial character, and of good depth and fertility.

About twenty per cent. of the land I consider fairly fit for settlement.

Moose and deer have been seen in the township, and it is said are increasing in number since the game protection laws have been put into operation.

There are some very old unoccupied lumber buildings and a clearance of about thirteen acres on Lot 27, Con. XIII., known as "Cormier's Old Depot." The soil is sandy loam, tolerably free of stone and of fair quality.

Owing to lapse of time, bush fires and other causes since the lines were surveyed, I experienced some difficulty in tracing the south and east boundaries of the township.

The only side line found in Richards is that between lots 15 and 16.

On the east boundary the boundary-line between the townships of Fraser and McKay was found. The other two surveyed concession lines were not found.

Trusting that these returns will be found satisfactory,

I have honor to be, Sir,

Your obedient servant,

(Sgd) J. W. FITZGERALD,  
Ontario Land Surveyor.

The Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 25.)

## TOWNSHIP OF THISTLE.

DISTRICT OF ALGOMA.

INGERSOLL, ONTARIO,

October, 5, 1892.

SIR.—I have the honor to report the completion of the survey of the township of Thistle, in the district of Nipissing, performed under your instructions of the 5th day of July, 1892.

I beg also to submit the field notes and plan of the township, all of which I trust will be also satisfactory.

I proceeded *en route* to Sturgeon Falls, where I procured men, canoes and supplies, and from there with thirteen of a party up the Sturgeon River, to J. R. Booth's depot, thence following an old timber road through part of the township of Field, and across the

township of Bastedo, bringing everything with us, canoes, etc., and camping near the north-east corner of the latter township. I commenced my survey as instructed, at a cedar post planted by O. L. S. Niven in 1881, which marks north-east corner of Bastedo and the north-west corner of Fell.

The south and east boundaries of this township had been run by O. L. S. McEvoy in 1891, and O. L. S. Niven in 1881 respectively, but being completely grown up again with a thick undergrowth, I reopened the lines and chained them carefully.

The concession lines are extended from my eastern boundary due-west in straight lines until they intersect the western boundary.

I made an accurate micrometer survey of all the water within the boundaries of my township, there being a good deal of water and the shores very irregular, a deal of time was consumed at this work.

Regarding the general character of the township, it may be described as follows :—

The more descriptive particulars will be found in the field notes.

The township on the whole is moderately level; in places it becomes undulating, but nowhere attains a very great elevation.

The soil is generally sandy loam, and where not stony will be suitable for farming, though somewhat broken by rocky ledges.

The swamps, with one or two exceptions, were quite dry and with a soil of dark, sandy loam or rich, black muck.

Very little of this township has been destroyed by fire, a small portion at the south-west corner and some along the west boundary.

The timber throughout the township is mixed, consisting of pine, spruce, tamarac, cedar, balsam, poplar, white birch, and in places black birch and sugar-maple are to be seen; a great deal of good tamarac, spruce and cedar are to be found in the township.

The township is supplied with water of the best and purest kind, there being an abundant supply in the north-westerly half of the township consisting of two lakes, the southerly one called Island Lake and the upper one Red Cedar Lake. Outside of these there are five others in the township, three of them being rather small.

The Tamagamingue River enters the township at the north boundary on lot number eleven, here forming itself into the lakes I mention, called Island Lake and Red Cedar Lake, and leaves the township at lot number fifteen, where the concession line between concession three and four intersects the western boundary.

There is a creek of moderate size which crosses the eastern boundary in concession three, close to concession two, and runs north-westerly into Red Cedar Lake about the division line between lots five and six concession six. This creek is very narrow at the boundary, and gradually becomes wider until it enters the lake, where it may be seventy-five links or one chain wide; it is also very crooked, and at the time I saw it was very shallow to within perhaps a mile from the lake, where it becomes deeper and navigable for canoes.

The lakes abound with fish, chiefly black bass, pickerel and pike.

Moose and red deer were plentiful, the smaller game seemingly was rather scarce.

No economic minerals were found during the progress of the survey.

There are no squatters in the township, nor did I see any Indians.

The lines are all well cut out and blazed, and good posts are put in, chiefly cedar, and wherever necessary a stone mound has been placed around the posts.

I have the honor to be, Sir,

Your obedient servant.

(Sgd) W. R. BURKE,

Ontario Land Surveyor.

The Honorable A. S. HARDY,

Commissioner of Crown Lands,

Toronto, Ont.



(Appendix No. 26.)

DISTRICT OF ALGOMA.

TOWNSHIP OF VERNON.

OTTAWA, ONTARIO,

November 16th, 1891.

SIR.—I have the honor to submit the following report of the survey of the township of Vernon, in the district of Algoma, performed under instructions from your Department, dated the 18th day of June, 1891, together with the plans, field notes and account of the same, which I transmit herewith.

I proceeded from here by Canadian Pacific Railway to Nelson Station on the Sault Ste. Marie branch where I obtained canoes and travelled up the Spanish River to within about six miles of Vernon, from which point I portaged through the woods to my south-east corner, where I commenced the survey, carrying it out according to instructions, the details of which are shown on the plans and on the field notes. The north boundary of the township of Porter, which forms the front of the township of Vernon, I chained and posted, as I found it had been surveyed previous to my arrival on the ground.

The surface of the west half of this township is hilly and rocky, with several large spruce and tamarac swamps. The east half is generally undulating, with hills in the north and east. The soil, generally sandy; in some places yellow loam, particularly in the south-east part. I consider about 30 per cent. of the township fit for cultivation.

The only stream of any importance is a large creek flowing through the western portion of the township into the township of Porter, having an average width of twenty-five links, and from two to three feet deep, and could be made fit to drive timber on. A few small lakes, or rather ponds, were met with.

The timber is spruce, birch, balsam, white pine and cedar, with maple in several places. The greater part of the pine is of small size and scrubby, excepting a belt on the west side on lots numbers eleven and twelve, extending through the township; also in the south part of concession one and two, and again in concession six on lots numbers eight and nine. These several belts are of large pine, apparently of good quality. The eastern portion is covered with a thick growth of small-sized pine, much of which is of value.

There is a brule in the north-west corner on lots number twelve and part of eleven in the fourth, fifth and sixth concessions.

The rock exposures are granite, and no trace of any minerals of economic value were met with.

Large game, such as moose and deer were plentiful, and partridge uncommonly so. There are no settlers in the township.

I have the honor to be, Sir,

Your obedient servant,

(Sgd) E. J. RAINBOTH.

The Honorable A. S. HARDY

Ontario Land Surveyor.

Commissioner of Crown Lands,

Toronto.



(Appendix No. 27.)

## DISTRICT OF ALGOMA.

## TOWNSHIP OF BIGELOW.

TORONTO, ONTARIO,

November, 18th, 1892.

SIR.—I have the honor to submit the following report of the survey of the township of Bigelow, in the district of Algoma, performed under instructions from your Department, dated the third day of June, 1892.

I proceeded to Webbwood, the railway depot nearest to this township *via* Collingwood and Algoma Mills, and from Webbwood made use of a lumberman's road which enters the township of Bigelow at the south boundary at a distance of about twenty miles north-easterly from Webbwood station.

The survey of the township I commenced at the north-west angle of the township of Porter, being the south-east angle of the township of Bigelow, and ran out the several concessions and side lines due-west and north respectively, laying out the lots so as to conform as nearly as possible with the instructions and the projected plans furnished for my guidance.

I found that the south boundary of the township had been run apparently about ten years ago, and the work having evidently been carefully performed by a surveyor, I reopened and reblazed it, planting posts as shown in the accompanying field notes.

The north and west boundaries run by Provincial Land Surveyor Salter about thirty-five years ago, I retraced with much difficulty, owing to the action of fire in the interval, and reblazed as instructed.

The original posts by Provincial Land Surveyor Salter at the north-east, north-west and south-west angles of the township I found with the original marks still legible.

The greater portion of this township is much broken by rocky ridges, in some instances 300 to 400 feet high.

The main branch of the Spanish River intersects the north boundary of the township on lot three, and flowing in a general southerly direction crosses the south boundary on lot number three, having an average width of about four chains, with current very rapid. This part of the river had at the time of survey an average depth of about two feet the bottom being stony and the banks about ten feet high.

The west branch of the Spanish River draining the southern part of the township is about one chain in width, with a depth of two feet and generally moderate current. On lot number five, concession number two, a "rapid," adapted for water power, occurs in this stream. This point is about three-quarters of a mile from its junction with the main branch.

A stream known as Miller's Creek drains the westerly part of the township. The average width of this creek is twenty links, with a depth of two feet and moderate current, the water being clear and of first quality.

The lower part of this stream has been used for driving logs. Numerous spring creeks water the township.

Very little of the land in this township is adapted for agriculture, the only area of good soil of any extent being in the valley of Miller's Creek and along the west branch of Spanish River.

In the vicinity of the main branch of the Spanish River the soil is of a sandy and gravelly nature. The land suitable for cultivation would not exceed 25 per cent. of the area of the whole township.

The geological formation met with was chiefly Laurentian, and no indications of minerals of value were seen.

The magnetic variation was very regular throughout.

Nearly one-half of the township is covered by *brûlé*, fire having evidently first passed through it about fifteen or twenty years ago.

The second growth timber consists of pitch or jack pine, poplar and birch, with undergrowth of alders and hazel.

The only marketable pine of any extent is found in the vicinity of the east and south boundaries, its position being more particularly indicated on the timber plan herewith.

With the exception of partridge and rabbits, very little game was seen, and the streams contained scarcely any fish.

Small wild fruit, such as blueberries and raspberries were abundant.

Accompanying this report will be found field-notes of the survey, with general plan and timber plan.

I have the honor to be, Sir,  
Your obedient servant,

(Sgd) T. B. SPEIGHT,  
Ontario Land Surveyor.

The Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 28.)

## TOWNSHIP OF GOUGH.

### DISTRICT OF ALGOMA.

LISTOWEL, ONTARIO,  
December 1st 1892.

SIR.—I have the honor of submitting the following report of my survey of the township of Gough in the district of Algoma according to your instructions dated the 29th day of June A.D., 1892.

Leaving Listowel on the 30th day of July, I proceeded by railway to Wiarton, thence by boat to Algoma Mills, thence easterly by railroad to Webbwood in the township of Hallam, where I engaged the remainder of my party, and completed my outfit. From this point I took my supplies, etc., by wagon, to the outlet of Birch Lake, situate in the township of Shakespeare, from this point I was enabled to take my supplies, etc., by small boats into the centre of the township where I stored them in a convenient place in a tent, and camped upon the shores of the lake during the greater part the survey.

I commenced work at the south-east angle of the township at a cedar post planted by Ontario Land Surveyor Stewart as the north-easterly angle of the Township of May, brushing and reblazing and chaining the north boundary of the township of May for the front of my first concession, laying off the lots forty chains in width by eighty chains in depth running my lines due-north and south and east and west astronomically. At the south-west angle of the township I found the cedar post in a stone mound placed there by Ontario Land Surveyor W. Beatty in 1871, and seven chains and five links east of this point I found the cedar stake planted by Ontario Land Surveyor Stewart as the north-west angle of the township of May. The bearing trees corresponding to both of these points were there. I brushed out and blazed the west and north boundaries of the township at the north-west angle I found the old post in a stone mound that had been placed there by Ontario Land Surveyor W. Beatty in 1871, which was, very much decayed, I placed in a new pine post, marking the name of the township (Gough) and the number of the concession and lot on the proper sides thereof and placed a number of stones on the mound making it a good landmark. At the north-east angle of the township I found the spruce post marking the point, it was in a good state of preservation. At the same point there was an iron-wood post placed, with the number of the lot and concession thereon, and the name of the township (Dunlop) on one side of it in lead-pencil. The pine-bearing

ing tree, was there with the marks partly grown over. In many places it was difficult to find the line on account of the great length of time since it had been run. The east boundary I brushed out and blazed two years ago, and it did not require it again.

The township on the whole is rough and rocky, there being only a small portion of arable land lying along the south boundary and extending westward to Birch Lake. The soil is clay soil, the balance of the township not rock is a sandy loam, in most places pure sand.

The timber is mostly green, only a narrow strip along the south boundary having been burnt over, a portion of the pine has been taken out but there still remains a great deal of very good timber. There is also a large quantity of white spruce, tamarac, cedar and hemlock good for railway ties and other purposes.

There are several small lakes through the township, most of them are quite shallow with but few fish in them. Birch Lake is a large beautiful sheet of water, very deep and abounding with pike, maskinonge, black bass, white-fish and lake trout. There are no large streams in the township, but there are several small spring streams, just such places as one would expect to find speckled trout, but there are none. There being no limestone in this part of the country, "the speckled beauties" do not inhabit any of the streams.

The geological formations are Laurentian and Huronian, the principal rock is gneiss, no minerals of any economic value came within our notice during the survey.

There are no settlers in the township two parties have made small improvements on lots numbers four and five, concession first, where a Hudson Bay post had been established a great many years ago. The parties are living in Webbwood.

Game is very plentiful, such as moose, red deer, bear and partridge.

Several astronomical observations were taken during the survey, and the variation of the magnetic needle was found to be  $4^{\circ} 40'$  West.

Accompanying you will find plans field notes, etc., of the survey.

I have the honor to be, Sir,

Your obedient servant,

(Sgd) LEWIS BOLTON,  
Ontario Land Surveyor.

The Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

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(Appendix No. 29.)

## TOWNSHIP OF DUNLOP.

DISTRICT OF ALGOMA.

WILTON, ONTARIO,  
December, 20th 1892.

SIR.—I have the honor to submit the following report of the survey of the township of Dunlop in the district of Algoma surveyed under instructions from your Department issued to me and bearing date the 18th of June 1891.

I proceeded to Collingwood by the Grand Trunk Railway and thence by steamer to Webbwood station, on the Algoma branch of the Canadian Pacific Railway. From this point, I reached the south boundary of my township by following the lumberman's road which leads northward from Webbwood.

Pursuant to instructions I retraced and chained the south boundary and planted posts as shown in the accompanying field-notes. Finding a surveyed line opened out evidently for the purpose of defining the east boundary of this township, I adopted it and planted posts thereon to mark the fronts of the several concessions.



I also retraced and chained the west boundary and planted new posts beside the old posts planted by Provincial Land Surveyor Salter to mark the south-west and north-west angles of this township.

Having met with unforeseen difficulties in the survey, by permission of your Department I delayed its completion until the summer of 1892, when I completed the work as shown in the accompanying plan and field-notes.

The soil in this township is chiefly clay and clay-loam but much broken by rocky ridges with numerous bluffs in the south-east quarter of the township, rising to a height of from 200 ft. to 300 ft. In the south-east, north-east, and north-west parts there are tracts of sandy plains of considerable extent for the particular position of which I beg to refer to the general plan.

Not more than 25 per cent of the whole area, and of this amount no considerable area in any one place may be termed good farm-land. The township is well watered by the Spanish River and by numerous lakes and springs.

The Spanish River, which enters the township on lot three, concession six, and running in a southerly direction crosses the south boundary on lot four, concession one, has an average width of about ten chains with a rapid current but in general it is very shallow. It is dotted with numerous islands, some of which are of considerable extent and contain excellent clay-loam but being low-lying are subject to inundation during seasons of high water.

The lakes are generally bounded by rocky shores and contain clear water of good quality.

The whole township may be considered well timbered by tamarac, spruce, birch, balsam, cedar, and maple.

Lumbering operations having been carried on in this township for some years most of the valuable pine has been removed but some still remains in concessions five and six.

The magnetic variation, with one or two exceptions was very regular throughout, and no minerals of value were seen. The rock formations are Laurentian and Huronian.

There are, as yet, no settlers in the township.

With the exception of a few partridges and rabbits no game was met with and the waters contain few fish.

Accompanying this report is a general plan, a timber plan, and field notes.

I have the honor to be, Sir,  
Your obedient servant,

(Sgd) D. L. SANDERSON,  
Ontario Land Surveyor.

The Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 30.)

TOWNSHIP OF SPOHN.

DISTRICT OF RAINY RIVER.

TORONTO, ONTARIO.  
December, 1st, 1892.

SIR.—I have the honor to submit the following report of the survey of the township of Spohn, in the district of Rainy River, made in accordance with instructions from your Department, dated the 4th day of July, 1892.

The township of Spohn is situated north and east of the junction of Rainy River and the Lake of the Woods, and is bounded on the south by Paskonkins' Indian reserve, the Wild Land reserve and part of the township of Blue; on the east by the



line between ranges 22 and 23 (Dominion Government system of survey) ; on the north by the Lake of the Woods, and on the west by the Lake of the Woods and the Rainy River.

I might here state that the township of Blue and the Wild Land reserve were surveyed under the old system of survey first adopted by the Dominion Government, and consequently there was a road allowance of one chain and fifty links laid out or reserved around each section of six hundred and forty acres, and that under that system of survey the lines surveyed on the ground were the south and west sides of such road allowances, therefore the surveyed line in front of the first concession of the township of Spohn is actually one chain and fifty links south of the south boundary of such township, and the line surveyed west of lot number two in the first and second concessions of said township, or in other words the east boundary of the Wild Land reserve is one chain and fifty links west of the true west boundary of said lot number two. In the same way the line in front of the third concession of the township of Spohn, across lots three to twelve inclusive, and a part of lot number thirteen is one chain and fifty links south of the true south boundary of said concession. Paskonkin's (Indian) reserve was surveyed by the Department of Indian Affairs, and they reserved at that time a road allowance, one chain and fifty links wide along the north boundary thereof, seventy-five links in width on each side of the line surveyed.

I commenced the survey of this township at the distance of one chain and fifty links north of the intersection of the line between ranges number twenty-two and twenty-three with the line surveyed as the north boundary of the township of Blue. I could not find the old post at this point, it having either rotted away altogether or sunk out of sight in the soft muskeg.

I planted an iron bar at this point, marked "R" on the south side, "concession 1" on the north side, and "No. 1 Spohn" on the west side, and also drove alongside of the said bar a wooden post in order that they might be more easily found.

The iron bars used on this survey were made of one and five-eighths inch gas pipe and were five feet in length.

I then opened up and rechaind the line surveyed as the north boundary of the township of Blue, and planted the post between lots one and two, one chain and fifty links north of the line, marking the same "R" on the south side, the number of the concession on the north side, and the lot numbers on the east and west sides. At the distance of one chain and fifty links from the east boundary of the Wild Land reserve I planted the post, marking the south-west angle of lot numbered two, concession number one, at the distance of one chain and fifty links, north of the line surveyed. I next recut the two miles of line forming the east boundary of the Wild Land reserve abutting that township and chained it, leaving a temporary post for the line between concessions one and two. I found that this line measured to the north limit of the road allowance to the north of the Wild Land reserve considerably more than one hundred and sixty chains, and if the first two concessions of the township were to be made exactly eighty chains each, the line between concessions two and three would have an ugly jog in it in the township. In order to remedy that I planted the post, marking the south-east angle of lot number three, concession number three, at the distance of one chain and fifty links north and one chain and fifty links east of the post planted to mark the north-east angle of the Wild Land reserve, and from said post I ran the line in front of the third concession due east to the range line, forming the east boundary of the township of Spohn, and planted a post at the intersection, marking it "concession 11" on the south side, "concession 111" on the north side and "1" on the west side, no mark was placed on the east side.

In measuring south from this last mentioned point, I made concession two eighty-one chains and fifty links in depth, thinking that by so doing, I would be making concessions one and two about the same depth, but it did not turn out so. When I chained the remainder of the east boundary, the post left temporarily on the east boundary of the Wild Land reserve was moved one chain and fifty links east of the said line and

planted on the line between concessions one and two when that line was surveyed. This post was marked "R" on the west side, "11" on the east side, "concession 1" on the south side, and "concession 11" on the north side.

The posts planted on the front of concession number three, to mark the lot lines, are placed on the north limit of the road allowance, and are therefore at the distance of one chain and fifty links north of the line surveyed on the grounds, and are marked "R" on the south side, with the number of the lots on the east and west sides, and the concession number on the north side. The posts planted in the front of the second concession, lots numbers thirteen to seventeen inclusive, are placed seventy-five lengths north of the surveyed line and are also marked "R" on the south side.

Iron bars with wooden posts alongside of them have also been temporarily planted at the north-east and south-west angles of the township of Spohn, the water of the Lake of the Woods at the time of survey, being too high to admit of the planting of them on the true shore line. The former of these iron bars being marked "No. 1, Spohn" on the west side, and the latter marked "R" on the south side, "concession 11" on the north side, and "No. 17, Spohn," on the east side, no mark was placed on the west side.

In the township of Spohn the lots number from the east to the west, and the concessions number from the south to the north.

With the exception of the few lines noted in the field notes, the bearings of the side lines in this township are due north astronomically, and the bearings of the concession lines due-west astronomically.

A large portion of the surface of the township of Spohn is open spruce and tamarac swamp, which in some places changes into a thick swamp, with large timber and a considerable quantity of cedar of good quality. I noticed in these swamps, that where the water lay continually all the year round that the timber was very small, although it did not have the appearance of being stunted, and the moss-covered surface was very even and regular, but that in those portions of the swamps where the water was high and low alternately, the timber is thick and dwarfish in growth generally, with dead tops and bad hearts.

On the higher portions of the township the timber is chiefly poplar, balm of Gilead, spruce, birch and tamarac. There has at one time been considerable pine throughout but it has been cut in previous years, under license, and what remains of it is hollow, stunted and punkey.

In the south-western portion of this township, there is a tract of excellent farming land. It has been mostly burned and would be very easily cleared. Wild hay grows on this tract very luxuriantly, often attaining the height of six feet.

There are also several other small tracts throughout the township that would require very little labor to convert them into good farming districts, but the majority of the land would require a considerable amount of drainage to render it fit for cultivation.

I am very doubtful if the swamps or muskegs in the extreme south-east portion of the township is capable of being drained, as the lake there has no apparent outlet, although quite a considerable creek flows into it.

The soil in this township is generally clay loam of a good quality, resting on a clay or sandy subsoil on the high land, while the subsoil of the swamp is, as a rule, sandy.

On account of the great height to which the waters of the Lake of the Woods rose this year, I was unable to produce the lines of this township out to the normal shore line, but I left them all marked with temporary posts well planted, so that they can be completed with little labor and expense when the water recedes.

Mr. D. McGinnis has squatted on lot number fifteen in the third concession of Spohn, and has erected a house and stable and made a small clearing which I was unable to traverse, on account of the height of the water. His two sons have also improved

parts of the hay meadow, on lots numbers sixteen and seventeen, concessions numbers two and three, but have as yet done no regular clearing. There has also been a small clearing made on the line between lots numbers fourteen and fifteen, concession number three, and a house and stable erected on lot numbered fourteen, but the party being away at the time I was not able to ascertain his name.

Accompanying this report please find the plans and field notes.

I have the honor to be, Sir,  
Your obedient servant,

(Sgd) H. B. PROUDFOOT,  
Ontario Land Surveyor.

The Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

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(Appendix No. 31.)

## DISTRICT OF ALGOMA.

### TOWNSHIP OUTLINES.

TORONTO, ONTARIO,  
December, 14th, 1892.

SIR.—I have the honor to submit the following report on the survey of township outlines along the line of the Canadian Pacific Railway in the district of Algoma during the past summer, under instructions from your office dated 29th June, 1892.

This work which consists in a traverse along the railway track as a basis from which to locate the township corners, was begun last year by Ontario Land Surveyor E. Stewart, and my survey was a continuation of his. He left off at his traverse station (No. 309), at Woman River station, this was station (No. 1) of my traverse, where I began work on July 13th, having left Toronto on the 11th. My survey extended as far as to Windermere station, about eighty miles by the track. Traverse station (No. 344) was a point on the north boundary of township (No. 37), and I extended the traverse beyond this, the short distance necessary to connect with the station platform at Windermere, as a reference from which the survey can readily be picked up again. Field operations were concluded on October 6th and on the 10th we arrived in Toronto, making a halt at Chapleau to receive the funds that had been forwarded for paying off the party. My assistant and chairman came from Toronto, the other members of the party from Powassan near North Bay, being persons whom I selected from a previous knowledge of their fitness for the work.

According to a previous arrangement by the Crown Lands Department, with the Canadian Pacific Railway Company, our camp was moved from point to point as the survey progressed by freight trains, and our thanks are due to the employees for their universal courtesy in the performance of this service.

The method and the objects of the survey are set forth in the instructions, which were closely adhered to: they are explained also in Mr. Stewart's report of last year. Briefly the work may be described as the locating of the corners of a belt of townships along the line of the Canadian Pacific Railway, by a traverse of the same, and finding by "latitudes and departures" the points at which the various boundaries cross the track, and then establishing the township corners by running out from the points thus found. Posts were planted where the township boundaries crossed the limits of the railway right of way; the posts used at these points as well as at the township corners, were of iron, being made out of gas-pipe, cut into "three feet lengths," a wooden post was planted alongside the iron in each instance. The mile posts on the boundaries were simply wooden posts flattened, and marked with the number of miles from the east or from the



south boundary, as the case might be. The posts at the railway crossings were marked on opposite sides, with the number of the township which they faced, and with the letter "R," on the side next the railway track; at the township corners the posts were marked with the numbers of the townships cornering there. The iron posts were marked with a cold chisel. Stones were always piled around a post and bearing trees taken, when these were obtainable. The posts used by me were of the stock left over last year by Mr. Stewart, and I used all of them. In future I would suggest that instead of using the open tube, it should be plugged at each end, forged and finished off to a point at one end, and rounded off at the other. Thus they would drive into the ground readily, and longer resist corrosion, with only the outer surface exposed to the weather. The townships are, of course, blocks six miles square, normally, with their sides running due-north and south, and east west respectively. I regret to say that owing to a clerical error in the computation of latitudes and departures of township No. 19, its east and west boundaries will be some four chains greater than the normal length; similarly the departures for township No. 36, give it a width from east to west of 481.23 chains, and the latitudes give it a length from south to north of 481.393 chains. At this point it may be mentioned that as the traverse passes to the south-west of the north-west corner of township No. 34, instead of to the north-east, as shown on a projected plan, the number "XXXV" was marked on the south-west face of the post at the said north-west corner of township No. 34, instead of on its north-east face, and on my plan of the survey, township 35 lies to the west of township 34 instead of to the north of it. The north boundary of township 31 was run throughout, and when the traverse came to be plotted, it was found that it made a short sweep south across the north boundary of township No. 32, no part of which was run. Practically, however, this is of no importance, since the nearest township corner, viz., the north-east corner of township 32, was established, by the two boundaries run to that point.

The actual location of the township corner in any instance was determined by the intersection of the boundary lines run in from the railway track; where only one line was run to a corner, the post was planted at the end of the theoretical distance for the side in question.

The divergence in any instance, where noticeable, between the length of a boundary as actually measured, and its required length as deduced from the traverse was not much greater than might be looked for between the results of two chainings made under such unequal conditions as over a level railway track, and over a rolling country, and through the woods. Therefore while in the field notes of the boundaries, the chainage is given as it actually came out, the numbers marked on the plan are those deduced from the latitudes and departures of the traverse.

The bearings were checked at pretty regular intervals by astronomical observations, Polaris being generally the object selected for this purpose, but sometimes the sun was used; the points at which observations were taken are indicated in the traverse notes and the errors given. After each observation, the error where noticeable, was corrected as far as possible, by computing anew the bearings back from the place of observation, for a number of stations along the traverse. During the hot weather, the ballasting, etc. of the railway track became heated to such an extent that the superincumbent air is in a greatly agitated condition, rendering the image of the picket in the telescope very unsteady and indistinct, making very accurate pointing impossible. During a hot day this is no doubt an important source of error. The portion of the Canadian Pacific Railway covered by my traverse abounds in sharp curves, and as these were very often either in a cutting or upon an embankment or even a trestle, short sights were inevitable.

In reference to the plan of the survey which I have prepared I may say that the full lines show the portions of boundaries actually run, the portions not run being shown by dotted lines; the distances marked on these are obtained by subtracting the distance actually run from the theoretical length of the whole boundary, in each instance.

From the map furnished with my instructions, I was able to find the exploration line by Provincial Land Surveyors Salter and Gilmour run in 1866-7, due east from the mouth of Michipicoten River, Lake Superior. We got on to it where it strikes the west



shore of Lake Como and traced it thence westward to the railway track; it is a compass line, with the trees blazed on two sides only, viz., east and west, the railway crosses it on the fifty-seventh mile from Lake Superior.

The north boundary of township 31, which was run by us, crosses the east and the west boundaries of the Canadian Pacific Railway Company's block of land at Chapleau, but both intersections are in the waters of Nebsquashing River and its tributary; I connected my traverse survey, however, with the north-west corner of said block.

As already stated, my survey extended from Woman River to Windermere, and for purposes of topographical description, it divides naturally into two parts, the point of division being at Chapleau. The geology however, the soil, and the species of timber met with, are the same throughout the whole survey. The rocks belong to the Laurentian, and are gneiss or granite. East of Chapleau few exposures were seen; but the rock appeared to be darker in color owing to the presence of black mica, than further west.

At a point some two miles east of Chapleau the rocky country begins. The rock appears to be chiefly a mixture of quartz and orthoclase feldspar, with, in general, not much mica. The rock is hard therefore, and offers great resistance to weathering, and this will to a great extent account for the rugged and uneven character of much of the country. Dykes and masses of greenstone are not uncommon; there is a cutting in rock of this kind a few rods west of the station at Chapleau, and it forms part of the ridge over three hundred and fifty feet high just east of Windermere station. The country west of Chapleau consists largely of high rolling hills of this gneiss or granite with its greenstone, with very scant sandy soil, and in fact with a good deal of bare rock except for moss, roots of trees, etc. There are few spots that could be cultivated, and even where the soil is sand or gravel. This feature of rugged barrenness reaches its highest development toward the western end of Lake Windermere, the northerly part of township No. 37 being very rocky and broken.

In the neighborhood of Windermere station large erratic blocks of gneiss are seen in all situations, as they were left stranded by the retreating ice. In general, as usual in the case of this kind of boulder, they are not much worn, showing that they have not travelled far. There are two of these immense blocks, each of several yards solidity, perched upon the bare rocky ridge in rear of the station at Windermere. A few miles west of Chapleau there occur some notable ridges of sand, gravel and small boulders mixed, which are probably ancient moraines; there are some of these in the Kinogama country also, and a remarkable example is to be seen just west of the Winnebago river, a little east of the point where that stream crosses the railway.

The agricultural capabilities of the region west of Chapleau can be inferred from what has already been said; there is not much land fit for cultivation, and the soil is sandy or gravelly, or both.

The timber is that which is common to this whole northern country, viz., spruce, tamarac, banksian pine, white birch, balsam, poplar, cedar, etc. Extensive fires appear to have swept over the country in former years, so that over most of the land that we saw the trees are of second growth and small in size.

Between Woman River and Chapleau the country may be described in general terms as level, or gently rolling, and sandy; gravel seems to be scarce, judging from the railway cutting, and from the fact that the ballasting of the track is nearly all sand; in some places this sand has been thrown up into low ridges, and boulders are seen in some of the cuts, and at other points, but the distinguishing feature is the level and wide stretches of sand. It would seem as if there was no clay at all in the soil. Yet at numerous points along the railway track a luxuriant growth of timothy, clover and wild grasses were seen, and no doubt some fine tracts of pasture and hay-land could be found in the lower lying portions, and as there is, I believe, usually a good deal of rain during the summer months, this part of the Province may yet be of some account as a grazing region. Another drawback is the occurrence of summer frosts; we had a severe visitation of the kind on August 4th, and again on the 20th. Still this is a feature of the climate that would be ameliorated here as elsewhere by the clearing away of the forest, and allowing

the sunshine to have free access to the soil. A gentleman in Chapleau has had good success with his vegetable garden for several years; from personal inspection I can testify that his crop of potatoes this year was excellent.

There is much timber of fair size between Woman River and Chapleau. It is chiefly spruce, bankisan pine and tamarac; there is not much birch or poplar until the neighborhood of Chapleau is reached. There appears to be a considerable quantity of tamarac large enough for railway ties, and I came across several parties getting them out, this being about the only industry carried on, outside of what little hunting and trapping is done. This part of the country is well watered by streams of cool, sweet water, while to the west of Chapleau are numerous lakes. Winnebago River is a fine stream of clear water, not brown like the other streams. It varies in width, seventy-five links being about the average, perhaps. Woman River is smaller, and flows through a swampy country, in the neighborhood of the railway track.

The lake at Chapleau is a pretty stretch of water. Lake Como is a fine sheet of water. It is said to be about twelve miles in length, and to contain whitefish in addition to the other species, such as pike and dorè, which inhabit smaller lakes and streams. Lake Windermere extends for a number of miles along the west side of the railway, having a very irregular outline, and no great width apparently at any point.

The water of the lake and streams at Chapleau finds its way to James Bay, but some distance towards the west the height of land is crossed, so that Lake Como, Windermere Lake, etc., drain into Michipicoten River.

There are but few Indians now in these parts. The colony at Chapleau was broken up some years ago by an epidemic of measles, which carried off quite a number, and of the remainder a large proportion moved to Missinabi; there is still a very small settlement of them on the Nebsquashing river, not far down stream from Chapleau.

Game is not very abundant now, I believe. The red deer do not range so far west except in rare instances, while moose are seldom seen; there are a few caribou, though, and bear are to a certain extent numerous yet, while last winter a small pack of wolves was discovered about Windermere, and several of them captured by some hunters. Partridge are tolerably numerous, and hare are very plentiful. We saw a few duck, and a solitary pair of prairie chickens, near Winnebago.

Of fur-bearing animals, such as mink, beaver, otter, martin, fisher, muskrat, etc., there are still representatives, but by the building of the railway most of these have been killed off in the region along the track.

I beg leave to add by way of addenda that we saw not more than two score trees of red or white pine in the whole survey, and that we were careful always with our camp-fires, so that no bush-fire originated from any fire kindled by us, from the beginning to end of our work.

All of which is respectfully submitted.

I have the honor to be, Sir,

Your obedient servant,

(Sgd) JOHN McAREE,

Ontario Land Surveyor.

The Honorable A. S. HARDY,

Commissioner of Crown Lands,

Toronto.

(Appendix No. 32).

## DISTRICT OF RAINY RIVER.

### BASE AND OUTLINES.

HALIBURTON, ONTARIO,  
October 19th, 1892.

SIR.—I have the honor to submit the following report on the survey of base and meridian lines in the district of Rainy River, surveyed under instructions from your Department, dated 23rd May, 1892.

Leaving Toronto on the 27th of May last, I proceeded by the Canadian Pacific Railway to Rat Portage, thence by steamer *Shamrock* through Lake of the Woods and up Rainy River to Fort Frances, and thence through Rainy Lake to Sturgeon Falls, on the Seine River, by steam tug, from which point I walked up the east limit of Indian reserve number 23, B. 2, to where my south base line of 1891 terminated.

I commenced here on the 6th of June at a post planted on the east boundary of said reserve 60 miles 69 chains 53 links west of the boundary between the districts of Thunder Bay and Rainy River, and produced my south base line of last year west astronomically to the west side of Rainy Lake, or to  $109\frac{1}{2}$  miles from the Thunder Bay district line.

I then proceeded to the 49th parallel or first base line, and from its intersection with the meridian boundary between Ranges XXVI and XXVII, east of the "Principal Meridian" as established by the Dominion Government in the year 1869, I ran south, astronomically, 12 miles 15 chains 50 links, to the first correction line south, coming out 91 chains 34 links east of the north-east angle of the township of Tait.

From the north-east angle of the township of Tait I then ran east, astronomically, along the first correction line south to the waters of the north-west bay of Rainy Lake, a distance of 17 miles 28 chains 97 links.

From an iron post at the north-east angle of the township of Carpenter I then ran north, astronomically, to the first correction line south, a distance of 6 miles 5 chains 59 links, and again returning to the north-east angle of Carpenter, ran east, astronomically, 16 miles 58 chains, to the west side of Rainy Lake. Finally from the  $109\frac{1}{2}$  mile point in my south base line before described, I ran south, astronomically, 1 mile 37 chains 93 links, to the last described line intersecting the same, 46 chains 24 links west of Rainy Lake, completing the survey on the 11th of August, and reaching Fort Frances on the homeward journey the same evening.

The details of the work will be found in the field notes.

The lines were run with a 7-inch transit, well cut out and well blazed.

Wooden posts were planted at every mile, and iron posts 3 feet long of  $1\frac{1}{4}$  inch gas pipe planted alongside of the wooden posts at every 3 miles. Wooden posts marked with scribe iron with the number of mile, and iron posts similarly marked with cold chisel, and surrounded by stone mounds wherever stones could be got within a reasonable distance. Bearing trees also taken whenever there were any trees.

The posts on south base line were marked on east side, and numbered continuously from 66 to 109 miles.

On meridian line between Ranges XXVI and XXVII, beginning at 49th parallel, posts were marked on south side from VI to I miles, and again repeating same numbers to first correction line south.

On first correction line south, beginning at township of Tait, posts were marked on east side VI to I miles, repeating same numbers again and again to Rainy Lake; those on line east from north-east angle of Carpenter were similarly marked and numbered on east from VI to I miles.

On meridian line from north-east angle of Carpenter posts were numbered on south side from I to VI miles going north.



The sixth mile in every block or township west of Rainy Lake contains, so to speak, 89 chains (includes six road allowances of 1 chain 50 links each).

Astronomical observations were taken whenever practicable and necessary, the details of which will be found among the field notes, six-mile chords being run on east and west lines.

The magnetic declination of the needle was noted at all stations, the average being  $7^{\circ} 30' E.$

When the end of a mile came in a lake or river, the post was planted on the line on nearest land, and distance noted in field notes.

No posts were planted or trees blazed when passing through Indian reserves.

As will be seen by the plan, the south base line passes over considerable water, Rainy Lake being  $7\frac{1}{4}$  miles where it crosses, but containing many islands.

On the west side of Rainy Lake very few lakes were met with, but the country is well watered by creeks.

Considerable stretches of burnt country or *brulé* were met with along the lines run, as indicated by the plan, and the whole country has been burnt over in the vicinity of the 49th parallel.

Fine timber was met with in places along the lines of survey, but most of it has been included in limits recently sold. Considerable spruce, tamarac and cedar, with poplar sometimes of fair size, is found in places.

The *brulé* is generally covered with a thick growth of underbrush of white birch, poplar, spruce, tamarac and pitch pine, of all ages from 7 to 30 years.

The land east of Rainy Lake through which the line passes is, as a rule, broken and rocky, but tracts of clay soil were frequently found. Numerous swamps and muskegs were also passed through.

Along the 49th parallel, and south nearly to the first correction line, the country is broken and rocky and of very little value.

The land to the south of the first correction line is of a different character, and belongs to the Rainy River flat or valley. The townships north of Dobie and Carpenter, and the township east of Carpenter, as far as I could judge, are nearly all good land; the soil is clay, the land level, and the timber poplar, spruce, cedar, tamarac, etc.

The geological formations are the granite and Huronian. No minerals were found, but the disturbance of the needle indicated the presence of iron in many places.

The lakes are generally full of fish of the usual kinds, but salmon-trout are very numerous in Bad Vermillion Lake.

The country is overrun with moose, and partridge and duck were very numerous. Bear were occasionally seen, and also the signs of a few beaver.

I may say in conclusion that my party consisted of 14 all told, and that I had great difficulty in finding my starting point on the 49th parallel, having, owing to fire, to retrace and re-run it in many places, and chain it all the way west from Clear Water Lake, a distance of 10 miles.

Herewith are plan and field-notes of survey, and account.

I have the honor to be, Sir,

Your obedient servant,

(Sgd) A. NIVEN,

Ontario Land Surveyor.

The Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.



*(Appendix No. 33.)*

## EXPLORATORY SURVEY OF LAKES IN THUNDER BAY DISTRICT.

TORONTO, ONTARIO,  
June 1st, 1892.

SIR.—I beg leave to submit the following report of the survey and exploration of certain lakes in the district of Thunder Bay, made under instructions from your Department, dated January 14th, 1892.

I left Toronto immediately on receipt of instructions and proceeded to Port Arthur, where I bought the necessary supplies, provisions, snowshoes, toboggans, etc., and engaged the requisite number of men for the work. I had everything ready to start on Monday, 25th January, when I was informed by the manager of the Port Arthur, Duluth and Western Railway that the construction trains had stopped making regular trips for the winter and I could not be at all sure of being taken to North Lake, the starting point of my survey, by railroad for some weeks. Having the men and supplies all ready to start on a certain date, and being afraid of the survey extending such a length of time that the soft weather would set in and the water come on the ice before I would be able to complete the work, I determined to hire teams and get to North Lake by road rather than wait for a possible train.

I arrived at North Lake on the 29th of January. I pitched camp and took an observation of Polaris that night, and made a good start with the work the next morning.

On February 5th I commenced the survey of Northern Light Lake, the intervening time having been occupied in the survey of the portages and lakes lying between North Lake and Northern Light Lake and the exploration of several miles of country on either side of the line of survey.

From February 5th to February 29th I was engaged in traversing the shores of Northern Light Lake, surveying the numerous islands in the same, taking the difference of level between Northern Light Lake and Twin Lake, and between Northern Light Lake and Seiganagah Lake, and examining outlets of Northern Light Lake and Twin Lake with the view of ascertaining any possible way of improving the navigation on these waters. I have already forwarded to you a separate report on these matters.

The work on Northern Light Lake was greatly retarded by bad weather, extreme cold with high winds (the thermometer having fallen as low as  $-48^{\circ}$ ), and also by very mild weather, there having been rain on February 23rd and 24th.

There is some very good pine to the south and east of Northern Light Rock on Northern Light Lake, extending as far south as the main shore north of Eagle Island, but with this exception and a small bunch of pine at the extreme southern end of the long point, the mainland all around the lake has been swept by fires at different times and is now overgrown with a small growth of poplar, birch and pitch pine. Most of the islands in the lake are well-timbered, some of them, especially Eagle Island and the large island in the south-easterly portion of the lake, having some very good pine on them. I think that, taking the pine on the main land and islands, a very good timber limit might be laid out on this lake.

I succeeded in finding some of the lines of the various mining locations that have been patented on this and Twin Lake and have shown them in their proper positions on the plan.

The land is mostly sandy and very much broken by rock exposures and not at all suitable for agricultural purposes.

From Northern Light Lake I proceeded in an easterly direction to Sandy Lake, which I surveyed together with the small lake lying to the south-west of it and tied this traverse on to O. L. S. Sewell's base line. On the north-easterly shore of Sandy Lake some very good pine is met with, but in no large quantities, and with this exception the timber is small, not being at present of any commercial value. The land is mostly sandy and stony.

Waykwobionan Lake lies to the east of Sandy Lake and is intersected by Sewell's base line. I surveyed the greater portion of this lake and tied the survey to Sewell's base line at the 16-mile post. There is a small amount of pine around this lake, also both on the islands and on the main land at the east end of the lake.

Having been informed by Indians and traders that there was a string of lakes extending almost due north from Sandy Lake to the south-west end of Shebandowan Lake, and as there seemed to be no information respecting this district on any of the maps of the country, I determined, as it was getting late in the season, to run my tie-line between the two railroads by that route instead of the route to the north-east of Waykwobionan Lake, by this means lessening the amount of tie-line it would be necessary to survey to take in the east boundary of the township of Moss, and as Greenwater Lake is only about one mile from Shebandowan Lake, it would not be much work running a separate tie line to take in that lake.

From the north end of Sandy Lake to the south end of Little Sandy Lake the country is all of one kind—rough, hilly, rocky, sandy, mostly burned and overgrown with small poplar, birch and pitch pine. Hoof Creek, which is crossed by this tie line, is the outlet of Little Sandy Lake and flows into Sandy Creek a short distance below Koss Lake marsh. Some very good pine in small quantities is found along its banks.

Around Little Sandy Lake and northward to the height of land between Hudson's Bay waters and the waters of the St. Lawrence River some very good spruce and tamarac is found. North-east of Little Sandy Lake, on the explorer's track to Greenwater Lake, a large spruce and tamarac swamp is passed through, just on the east side of the height of land, but the timber as yet has not attained its full growth.

The height of land is crossed where shown on the plan, and I have endeavored to place it approximately off the line of survey.

I might here mention that the water in the lakes and creeks met with on the south side of the height of land, that is, the Hudson Bay waters, is of a very dark color, while the water to the north, the St. Lawrence River water, is clear and pure as crystal. This was observable also in crossing the same height of land between Kashabowie Lake and Lac des Mille Lacs.

After crossing the height of land, and from that to Shebandowan Lake, not such a large amount of the country is burned and the timber is accordingly of a much better quality, more pine is met with and some very good tamarac and spruce.

On the first lake south of Shebandowan Lake the first outcrop of green slate was noticed, the prevailing rock of the country to the south being granite. On Greenwater Lake both green and black slates are met with on the north side, but the outcrop generally shows granite and traps only on the south-east and west sides.

No timber of any consequence is seen on Greenwater Lake excepting a few pine on the north shore near the outlet. On account of the size of this lake and the great length of the clear stretches of open water, a great many hundreds of acres of timber have been upturned by the wind, and by the direction of the windfalls it is evident that the highest winds are from the east.

As the shores of the western portion of Lake Shebandowan have been surveyed and filed with the Department in the various applications for mining locations I did not consider it necessary to re-survey it, but after having surveyed a compass and chain line from it to the east boundary of the township of Moss, and having located accurately some of the mining locations and having produced my tie-line to the portage between Shebandowan and Kashabowie Lakes and across said portage, I continued the survey of Kashabowie Lake.

In making the survey of Kashabowie Lake I did not re-survey that portion of the lake to the south-west as it had been surveyed in making mining location surveys, and as it was near the 25th day of March, with every probability of a mild spring, I considered it advisable to complete the tie-line with all the expedition possible as far as the Canadian Pacific Railway.

The timber around the shores of Lake Kashabowie close to the water has all been killed by the action of water caused by the dam built at the outlet when it was thought that this was the best route to the great north-west. Back from the immediate shores

of the lake the whole country has been burned over and grown up with small spruce, poplar, birch and pitch-pine. The soil is mostly sandy and rocky, the general aspect of the country being rolling rather than hilly.

On the islands in Kashabowie Lake some very good pine is met with, but unless it is coupled with some other pine in the same district there would not be sufficient to form a limit which would be an inducement to purchasers.

From Kashabowie Lake I passed to a small lake on the south side of the height of land portage, the shore of which has all been burned. The height of land portage is timbered chiefly with small poplar with willows and alders in the lower portions. The soil is sandy and stony.

Lac des Mille Lacs to the north of the height of land portage is on the Hudson Bay waters and it is about as full of islands as it can hold. I did nothing more on it than ascertain the mining locations and Indian reserve and tie them and the principal points at the east end of the lake to my tie-line and then continued said line to Savanne Station on the Canadian Pacific Railway, where I connected with the 355 mile post east of Winnipeg.

I have the honor to be, Sir,

Your obedient servant,

(Sgd) H. B. PROUDFOOT,

The Honorable A. S. HARDY,

Ontario Land Surveyor.

Commissioner of Crown Lands,

Toronto.

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(Appendix No. 34.)

TORONTO, ONTARIO,

May 31st, 1892.

SIR.—I beg leave to submit the following report of the examination of the outlet of Twin Lake into Northern Light Lake and the difference in level between the said lakes, and of the nature of the river between said lakes, and also of the examination of the outlet of Northern Light Lake, with the view of ascertaining if there is any feasible and inexpensive way in which navigation could be established between the said lakes, in accordance with instructions from your Department, dated the 14th day of January, 1892.

Seiganagah Lake is situated at the north-east end of Hunter's Island, and is on the boundary between the United States and Canada.

One of the principal feeders of this lake is the Northern Light River, which flows from about the middle of the west side of Northern Light Lake into Seiganagah Lake.

Bittern Creek, or Twin River, flows into the south-east corner of Northern Light Lake and is the outlet of Twin Lake. Bittern Creek is from 30 links to 75 links wide and having from 2 feet to 4 feet of water in it where there are no rapids, but as the creek is not a mile long and there being about 43 feet difference of level between the two lakes, Northern Light Lake being the lowest, the creek is very rapid and has numerous small falls on it. It would be a very expensive undertaking to build a canal with locks to connect these two lakes for the limited amount of traffic that will be on them for some time to come.



In regard to the feasibility of connecting Lake Seiganagah and Northern Light Lake by a navigable channel I might state that at the north-west bay of Northern Light Lake there is only a narrow neck of land about 200 feet in width separating these two lakes. This neck of land is only a little above the level of Northern Light Lake. When there is high water in the said lake the water flows over this low ridge into Seiganagah Lake. Northern Light Lake is 9 20-100 feet above the level of Seiganagah Lake and a channel could be cut between the two lakes without being very expensive, and which would answer all the requirements of navigation if it were ascertained by sounding, etc., that the water in Northern Light Lake when lowered the necessary amount would still leave sufficient depth of water in all the numerous narrow channels in the lake to permit of the passage of <sup>as</sup>boats.

I have the honor to be, Sir,

Your obedient servant,

(Sgd) H. B. PROUDFOOT,

The Honorable A. S. HARDY,

Provincial Land Surveyor.

Commissioner of Crown Lands.

Toronto.

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(Appendix No. 35.)

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REPORT  
OF  
THE SUPERINTENDENT  
OF  
COLONIZATION ROADS.

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To the Honorable A. S. HARDY,  
Comissioner of Crown Lands,  
Ontario.

SIR.—I have the honor to present the annual report of work done under the management of the Colonization Roads branch of your Department during the year ended on the 31st December, 1892.

There have been altogether one hundred and twenty-eight miles of new roads opened ; four hundred and fifty-five miles of repairs made, and twenty-seven bridges built, aggregating a length of one mile, beside the repair of some others.

The season was an unfavorable one for road-making on account of continued rainy and cloudy weather, but with due diligence in taking advantage of the best opportunities a very satisfactory amount of work was accomplished, as will be observed by the following detailed account.

NORTH DIVISION.

BATCHAWANING ROAD.

Three miles of repairs over an exceedingly bad portion of the road between Sault Ste. Marie and Goulais River bridge ; more than one-half the work being of a most substantial character.

BRUCE MINES AND DESERT LAKE ROAD.

A road opened two years ago between Bruce Mines and the Great Northern road. Two miles of its length were this year properly grubbed and graded.

### COCKBURN ISLAND ROADS.

Work was done on the twelfth concession line, the seventh and eighth concession line, and on the fifteenth and twentieth side lines, amounting in all to half a mile of new work, and a mile and a half of repairs.

### COFFIN ROAD AND BRIDGE.

A bridge seventy-eight feet long, with main span of fifty feet, was rebuilt, and half a mile of new road opened as a deviation from the old one, which was almost impracticable.

### DORION ROAD.

Nine miles of repairs, five of which were north, and four south of the Canadian Pacific Railway. As mentioned last year, this road is from Black Bay to the Ogema Mines, and its opening has been materially aided by the mining company with money and labor.

### ECHO RIVER BRIDGE.

A bridge spanning Echo River on the Great Northern road in East Algoma. It was entirely renewed from low water line of the piers and is now an excellent structure, having one main span of sixty-two feet, one of forty-two feet, and an entire length of one hundred and ninety-four feet.

The first bridge upon this site was erected about thirty-two years ago at a cost of \$1,750. A second one was built in 1881 for the sum of \$1,178.31; and the present for \$991.14.

### GOULAIS RIVER BRIDGE.

A structure comprised mainly of two one-hundred feet clear openings, and being three hundred and thirty-four feet in length.

The centre pier is of piles driven about twenty feet; the superstructure is about twenty-three feet above the ordinary water line, and the entire bridge is built in the best and strongest manner to secure it from the dangers of the extraordinary freshets to which it will be subjected.

It replaces the bridge built in the year 1880 at the joint expense of the Ontario and the Dominion Governments, and the cost of the present bridge is also to be shared between the two governments, as agreed upon, while up to the present time the Dominion moiety has not been received, but the Department has been officially informed that the required sum (\$2,266.41) will be asked for in their supplementary estimates.

### GRAND PORTAGE ROAD.

Two and a quarter miles which were almost impassable are now thoroughly ditched and drained, making a first-class highway. A great many culverts were put in additional to the existing ones.

### GREAT NORTHERN ROAD.

Repairs were made over fourteen miles of this road between Root river and Echo river; and through the townships of Johnson and McDonald culverts were renewed and brush cut and cleared along eight miles, making now a very fair road between Desert Lake and Sault Ste. Marie.

### HONORA BAY ROAD.

A road on Manitoulin Island, which it was considered important to construct, in order that inhabitants and intending settlers might reach Little Current for their market.

Construction was commenced between lots thirty-seven and thirty-eight of the first

concession of Howland and at the water's edge; thence northward between the said lots to the second concession; thence east on the blind line to lot thirty-six; thence northward between lots thirty-six and thirty-seven to the second and third concession line; thence eastward to the road allowance between lots thirty-five and thirty-six; thence in a north-easterly direction and almost straight line to the road allowance between the fourth and fifth concessions, at about the centre of lot number thirty; thence again north-eastward to the line between concessions seven and eight and lot number twenty-five; and from thence eastward on the last named concession line to lot number twenty-three, a length altogether of nearly six miles.

#### IRON BRIDGE ROAD.

Repairs to some small bridges on the road leading to Dean Lake station on the railway.

#### KAMINISTIGUIA BRIDGE.

Necessary repairs made during the early part of the year when the use of the ice was necessary.

#### MANITOULIN ISLAND ROADS.

Repairs were made over portions of four roads, namely, GORE AND PROVIDENCE BAY road upon which about \$200 were spent in improving; LAKE WOLSELEY road upon which about half a mile of substantial work was done for \$118; SANDFIELD AND WEST BAY road repaired over a mile and a-half for an expenditure of about \$100; and TEN MILE POINT road, where the work consisted of ninety-five rods of cross-waying and half a mile of gravelling, making together about four miles of substantial and necessary repairs.

#### McKENZIE CREEK BRIDGE.

This was the renewal of a bridge on Murillo road. Its cost was \$219.89, of which the government gave \$150, the municipality furnishing the balance.

#### PATTON ROAD.

A good road made from about the middle of lot number twelve, in the second concession of Patton northward to the third concession; thence east to the line between lots ten and eleven; thence north a mile and a-quarter; and again east half a mile, making two miles and a-half opened and generally graded.

In addition to the above, half a mile was chopped out northward between lots eight and nine, up to the limit between the fourth and fifth concessions; a large amount of work and the inspector says well done.

#### POINT DEMEURON BRIDGE.

These repairs were commenced last fall. Sixty-six heavy piles were driven to protect the existing piers which were very much cut away and otherwise damaged by ice and freshets. The bridge is now considered to be in a perfectly safe condition.

It was built in the year 1886 as then reported and described.

#### RAINY RIVER ROADS.

In the Rainy River district thirteen miles of new road have been opened this season and some three and a-half miles repaired of the original road, together with the renewal of several bridges.

The new roads were located and constructed to best meet the needs of the present settlers and to open portions for new and intending occupiers of land, and are the following:—

Ninety chains, dating from the old road to the angle of lots three and ten of the township of Crozier, between sections two and eleven.

One hundred chains between sections thirty-one and thirty-two of Lash from the old road to the town line between Lash and Carpenter, and twenty-two chains opened on the latter town line.

One hundred and fifteen chains of the line between lots ten and eleven of Carpenter.

One hundred and eighty-one chains ( $2\frac{1}{4}$  miles) beginning between sections fourteen and fifteen of Morley, ten chains north of sections ten and eleven, and thence north between the sections, reaching thirty-one chains in upon that between sections twenty-six and twenty-seven.

Two hundred and sixty-five chains opened from the south-west corner of section eighteen of Patullo, south between Patullo and Nelles, two miles and eight chains, or eight chains south of the corners of four townships; thence S.  $58^{\circ}$  W. magnetically eighty-five chains; thence S.  $25^{\circ}$  W. about twelve chains to the line between thirty-five and thirty-six of Dilke.

One mile was also opened as a cheap winter road eastward from the four corners above referred to, between Morley and Patullo to the south-west angle of section five, Patullo.

More than three hundred feet of new bridging was effected in addition to the foregoing; five new structures having been built in connection with the roads.

#### RABBIT MOUNTAIN AND WHITEFISH LAKE ROADS.

Twelve miles of repairs between the fourth and sixteenth mile posts.

#### RAT PORTAGE AND KEEWATIN ROAD.

This road, about five miles in length, was generally improved.

#### SPANISH RIVER ROAD.

Work was commenced on south-east quarter section number twenty-five of Victoria and continued east to section twenty-seven of Salter, there connecting with the road made last season; four miles of new road and the work highly commended.

#### THESSALON AND BRIGHT ROAD.

Some necessary repairs made upon the inspector's representation, to make the road in some degrees passable.

#### WEBBWOOD ROAD.

Nine miles of excellent repairs upon this road which is from Webbwood Station northward through the townships of Hallam and Shakespeare and was impassable for ordinary travelling and teaming.

#### WHITE RIVER BRIDGE.

An expenditure on account of bridge timber required, and which it was necessary to obtain during the winter months.

#### WEST DIVISION.

#### AHMIC HARBOR AND BURK'S FALLS ROAD.

About three and a quarter miles of repairs made from Ahmic harbor eastward toward Magnetawan, ending at bridge over Magnetawan River. The bridge referred to was re-covered with two-inch plank for one hundred and twenty-four feet of its length.



### ALSACE ROAD.

This road is between the second and third concessions of the township of Nipissing, and was well repaired over three miles between lots eight and nineteen ; several deviations were made.

### ARMOUR ROAD.

Three-quarters of a mile opened from lot fifteen to lot nineteen on the tenth concession line to unite with East Armour Road ; and over a mile constructed from the ninth concession southward between lots ten and eleven to the seventh concession ; and from thence angling through lot eleven to the sixth and seventh concession line ; the right of way through the last-named lot having been secured by the municipality.

### BAYSVILLE BRIDGE.

The renewal of a structure built about sixteen years ago on Macaulay road, over the south branch of Muskoka River, at Baysville. The length, originally three hundred and sixty feet, has been reduced by permanent filling to three hundred feet. The bridge is comprised of six openings, two main spans of about fifty-four feet, and the others thirty feet or over.

### BEAVER LAKE ROAD.

A new road in the townships of Spence and Monteith, from the Parry Sound Colonization Railway northward.

Work was commenced at lot number seven of the fourth concession of Spence, and continued from thence southward through lot seven of concessions four to one inclusive of the said township, and through the same lot number of the thirteenth and fourteenth concessions of Monteith.

Four miles have been made altogether, leaving nearly two miles yet to be constructed in order that the whole road may be available for its intended use. It will be a most advantageous highway when completed.

### BETHUNE 10 AND 11 SIDE LINE ROAD.

This road was intended to be built upon the side line which its name indicates, but it was found impracticable to do so, and it was therefore made on lot number eleven, through concessions three to six inclusive, except about ninety rods in the third concession which followed the side line. Two miles and a-half of new work.

On the Chaffey road from the tenth side line to lot five repairs were made, as this mile and a quarter was found to be almost impassable. The above represents a large amount of work for an expenditure of \$499.16.

### BRUNEL ROAD.

The road between Port Sidney and Bobcaygeon road and passing between Lake of Bays (or Trading Lake) and Peninsula Lake.

One mile of substantial repairs were effected between lots twenty-three and twenty-eight of Franklin. Settlers contributed voluntary labor to the extent of some \$8.

### CHAFFEY 12 CON. ROAD.

This work consists of a bridge built across East River on lot number twenty, concession twelve of Chaffey. It has a clear span of twenty-seven feet, and length of fifty feet, and is an excellent workmanlike job, costing about \$165. Two dams which caused flooding to a considerable area of land were removed, and about 100 cubic yards of rock blasted from the bed of the creek, thus draining the land and putting roads in the vicinity beyond the reach of floods.

## CHISHOLM 10 AND 11 CON. ROAD.

A mile and a-half of rough road opened in the township of Himsworth, between the tenth and eleventh concessions, from lot two to lot nine.

## CONGER ROAD.

Somewhat over a mile of a very rough portion was well repaired between concessions one and two on lots eleven and twelve of the township of Foley.

## EAGLE LAKE BRIDGE.

This bridge, first erected in 1879, is now under renewal. Its length is three hundred and sixty-one feet, and it will be finished in January or February next.

## GERMAN ROAD.

A mile and a half of new road, the work being from Mills road, between concessions ten and eleven, angling through lots twenty-five in the eleventh concession, and lots twenty-four, twenty-three and part of twenty-two in the twelfth concession of the township of Mills.

## INDIAN PENINSULA ROADS.

Nineteen and a half miles of repairs, namely : ten miles on the road between Stoke's Bay and Pike's Bay ; four miles between concessions six and seven Eastnor, from lot ten to lot twenty-six ; two miles and a half in the township of Lindsay, on the main road between lots twenty-five and thirty-six ; and three miles of excellent work between lots fifteen and thirty-seven of St. Edmond's township on the Bury road.

## JOLY ROAD.

Two miles and a half of repairs and half a mile of new work. The repairs were between lots nine and eighteen, and the new work the extension of the road through lots twenty-six and twenty-seven, all in the township of Joly.

## JOSEPH RIVER BRIDGE.

One panel of the bridge raised to permit the passage of small steam craft. It was well and cheaply done.

## LAURIER ROAD.

Beginning at the first concession of Himsworth and end of last season's operations, three-quarters of a mile were opened southerly through parts of lots eleven and twelve in the fourteenth concession of Laurier, two hundred and sixteen rods being cross-way-ing through a muskeg which was the only practicable route.

## LORIMER LAKE ROAD.

Repairs to a bridge on this road in the township of Ferguson.

## MACHAR 5 AND 6 SIDE LINE ROAD.

The construction of a mile and a-quarter between lots five and six, through the third and fourth concessions. Bridging and cross-way-ing to a considerable extent was done over the length named.

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### McKELLAR 10 AND 11 CON. ROAD.

A mile and a-quarter of new road made from lot number twelve eastward to lot number seven, but deviating into the latter lot and lot eight also, to avoid a small lake, otherwise the road is between the tenth and eleventh concessions.

In addition a bridge eighty-four feet long was covered with plank and the hand-railing renewed. This bridge is on Lorimer Lake road in the same township.

### MILLS AND WILSON ROAD.

From about the centre of lot number sixteen to the middle of twenty-eight, two miles and five-eighths of a mile were opened on the town line between the townships of Wilson and McConkey, but with necessary deviations into the fourteenth concession of Wilson, on lots twenty-one, twenty-seven and twenty-eight.

### MUSKOKA ROAD.

Three miles of very substantial repairs were effected between Berriedale and Sundridge, beginning at the north town line of Armour.

In the vicinity of Katrine some heavy hills were well improved, and some diversions made, representing about another mile and a quarter of repairs. Also a mile and a-half of road was constructed from the town line between Gurd and Machar, northward to the Westphalia road. In this latter work which was intended to be on the road allowance between lots fifteen and sixteen, the road was opened through lot sixteen in both concessions (cons. one and two, Machar), owing to difficulties upon the side line.

### MUSKOKA AND BOBCAYGEON ROAD.

Two and a-half miles of construction through a rough and broken country to reach the Bobcaygeon road, which has been done at a distance of about a mile and three quarters north of Dorset. The work was a continuation of last season's operations, and passes through lots three and two of the third concession, lot one in the second concession and on through the Bobcaygeon road lots in the township of Franklin.

### MUSQUOSH ROAD.

This work was the opening of about three quarters of a mile as a diversion to avoid a rough and rocky section where the existing road was little more than a trail. There were also some repairs made over a mile and a quarter of the road from Bala towards Gravenhurst, where, before the present improvements, it was almost impassable.

### NEW JERUSALEM ROAD.

The construction of a mile and three quarters from the Muskoka road, from lot twenty to lot twenty-eight of the township of Machar. The road was intended to be upon the road allowance between the twelfth and thirteenth concessions, but on account of natural obstructions, was made into the thirteenth concession, through lots twenty-one to twenty-five inclusive. The work is highly spoken of by the inspector.

### NIPISSING ROAD.

Five miles of repairs in the township of Nipissing. The road was overgrown and almost useless, but with the present improvement is travelable between Calendar and Nipissing village.

### NORTHERN ROAD.

Repairs from the town line between Hagerman and Croft and the twelfth concession of Ferrie, altogether about ten miles put into fair shape.



### NORTH-WEST ROAD.

The restoration of a bridge over Rainy Creek, partially destroyed by fire; the length being, with the cross-way approaches, one hundred and eighteen feet.

### OAKLEY BRIDGE.

The renewal of a bridge over Muskoka River on the town line between McLean and Oakley, built originally in 1873. It is one hundred and fifty-seven feet long, and composed chiefly of three truss spans, the main opening being sixty-one feet and the others about thirty-eight and twenty-seven feet respectively. The piers, three in number, were renewed from low water line, otherwise the structure is new throughout, and is an excellent and cheap bridge.

### OLD MAN'S CREEK BRIDGE.

A bridge of thirty-three feet clear span and total length of fifty-three feet, well and cheaply built over a creek of the same name on Junction No. 1 road, and on lot number nine in the eleventh concession of the township of Spence.

### PARRY SOUND ROAD.

This expenditure was for the general improvement of the road in the township of Humphrey, and consisted chiefly in filling up permanently bridge approaches, repairing a bridge over White Oak Creek, with other work for the general advantage.

### PRINGLE ROAD.

A mile and a half of new road as a continuation of work of two years ago. This year the work was through lots two and three in concession eleven, and lots one and two in the twelfth concession to the road allowance between concessions twelve and thirteen, all in the township of Pringle. Fifty dollars of the money were spent on the Northern road near Commanda in the repairing of two very rough hills.

### SEGUIN RIVER BRIDGE.

Necessary repairs reported by the inspector as required to make the bridge safe. It is on the Nipissing road.

### SIMPSON ROAD.

This road work was more properly on the Golden Valley road and the Northern road consisting in the first place, of work on the latter road extending from repairs made two years ago to the first named road and thence along the Golden Valley road, making altogether two miles and a-half of substantial work.

### SOUTH FALLS BRIDGE.

A bridge seventy-eight feet long with main span of forty feet in the clear, and is the renewal of one built many years ago. It is on the Muskoka Road about four miles south of Bracebridge.

### SOUTH RIVER BRIDGE.

A new structure one hundred and twenty-three feet long resting upon pile piers and with a main opening of sixty feet.

### STISTED ROAD.

Is between lots ten and eleven of McMurrich and was repaired between concessions one and seven—one and three-quarter mile.



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### STRONG TOWNSHIP ROADS.

About four miles altogether of repairing two and a-half being made between concessions four and nine of the thirtieth side line ; a mile and a-quarter of a portion previously chopped out, now grubbed and graded, and the improvement of a hill opposite lot seventeen of the tenth concession, the latter costing over three hundred dollars.

#### UTTERSON BRIDGE.

A floating bridge six hundred and forty-three feet long built across "Long" or Weirs Lake on Utterson road in the township of Stephenson. It is formed of four heavy dry pine stringers, covering of two-inch pine plank fourteen feet long, and a hand railing its entire length.

#### WESTPHALIA ROAD.

An extension eastward between the second and third concessions of Himsworth from lot twenty-six, somewhat over half a mile.

#### EAST DIVISION.

##### ABINGER AND MILLER TOWN LINE ROAD.

A road practically on the town line between Abinger and Miller and was built this year from the north end of lot number one concession five Abinger to lot number two in the third concession—two miles. Across the outlet of Yeoman's creek a bridge six hundred and seventy-five feet long with approaches was built upon rough piers ranging from four to fifteen feet high.

#### ADDINGTON ROAD.

Fifteen miles of repairs between Kaladar and Oloyne ; two and a-half from the Mississippi road southward ; and on the Mississippi and Addington Junction road three miles, twenty and a-half miles altogether.

#### ALICE 10 AND 11 CON. ROAD.

This work was chiefly putting in a large cedar culvert sixteen feet high and reducing the gradients of the hills upon each side to make the road passable.

#### ARDEN ROAD

Repairs from lot number twelve concession nine Kennebec eastward to lot five concession one, Olden ; some six miles of general improvement.

#### BELMONT ROAD.

This road lies between Havelock station of the Canadian Pacific Railway, and Methuen Road, passing through the townships of Belmont and Methuen. The repairs made this season were over ten miles of the road from lot twenty-three, concession eight, Belmont northward. The county of Peterborough contributed \$100 and the townships of Belmont and Methuen \$50 towards the work.

#### BOBCAYGEON ROAD.

About fourteen miles were repaired, but the chief outlay was upon two heavy hills, one being seven miles, and the other about twelve miles south of Kinmount.

#### BONFIELD 4 AND 5 CON. ROAD.

This work was commenced at lot number eleven and continued westward a mile and a-half to a mill—a useful work and well done.

### BONFIELD 15 AND 16 SIDE LINE ROAD.

One mile well opened, ditched and graded through the ninth and tenth concessions.

### BOOTH ROAD.

The construction of a mile and three-quarters from lot thirty-two in the fourteenth concession (end of last year's work) to lot twenty-six concession sixteen of the township of Anstruther.

### BRENNAN'S CREEK BRIDGE.

A substantial bridge built over Brennan's creek near the village of Killaloe at a cost of \$272.46 as certified by the reeve of the municipality. The grant of \$100 is a contribution towards the same.

### BROMLEY PROOF LINE ROAD.

This road is the line between lots nine and ten in concession eight of Bromley, and is a new work about one mile in length opened fairly well for the small sum of \$152.37.

### BUCKHORN ROAD.

Six miles of repairs in the township of Cavendish and two miles on the southerly end of the road, and towards which latter and three miles of repairs made on the southerly end of the Burleigh road, the county of Peterborough and municipality of Smith contributed each \$75.

### BURLEIGH ROAD.

Through the townships of Burleigh and Chandos, twenty miles of repairs were effected and three miles at the south end of the road as mentioned in the preceding paragraph concerning Buckhorn road and the county and municipal grants.

### CALDWELL ROAD.

Four miles of construction beginning at lot five, concession six, Kirkpatrick, and continuing west to lot number one in the sixth concession of Dunnet—a valuable road.

### CALLENDER AND NORTH BAY ROAD.

From lot number four, concession seven of Ferris (and near the railway crossing) north-westerly to Thorncliffe station, a length of seven and a half miles, three miles have been graded and the balance chopped out twenty-five feet wide and fairly levelled. Two miles were new work, the balance repairs.

### CALVIN, 4 CON. ROAD.

Construction from lot number ten, concession four to lot number nine, concession two of the township of Calvin, a mile and three-quarters, a portion of which was roughly opened two years ago.

### CAMERON AND PAPINEAU TOWN LINE ROAD.

About two miles of new work dating from the Pembroke and Mattawa road from whence work was continued southward down the boundary line to range "B" and passing it about three hundreds yards, and thence eastward bending northward however to avoid certain obstacles but returning to range "B."

### CARLOW BRIDGE.

On the Carlow road in the township of Carlow, replaces one built in 1874.

The present structure is two hundred and fifty-five feet long, resting on six piers and two abutments of various heights, the greatest being fourteen and least five feet, and the spans or openings twenty-three to thirty feet.

## CAVENDISH ROADS.

The principal work in this instance was the extension of White Lake road to Buckhorn road, from the road allowance between lots twenty and twenty-one, concession fifteen northward through the eighteenth concession, nearly three miles, one-half of which was opened anew, and the balance general grading and ditching. Again from lot number three eastward along the eighteenth concession, six miles were well repaired and half a mile constructed, representing altogether about two miles of new road opened and seven and a-half repaired.

## CLARE RIVER BRIDGE.

The County Council of Lennox and Addington voted the sum of \$800 for the purpose of making permanent approaches to his bridge which has been done in a satisfactory manner. The government grant is for the completion of the renewal, and the work is in progress but not yet fully accomplished. A bridge was first built upon this site about thirty-three years ago and was renewed in 1874, so that the life of the bridge now replaced was eighteen years.

## COBDEN ROAD.

Seven miles of repairs from one mile east of Cobden towards Eganville. This portion of road is upon a heavy clay flat and could only be permanently improved by gravelling which involved much team-work and long hauls.

## DALTON 25 AND 26 SIDE LINE ROAD.

This work is from the ninth concession northward for about two and a-quarter miles, three-fourths of a mile being completed and the balance only chopped, cross-wayed and brushed. Timber for piers of a bridge called "Kehoe's" is on the ground but owing to high water could not be built.

## DEVIL LAKE BRIDGE.

This structure now under renewal is on Perth road and crosses an arm of Devil Lake near Bedford Mills. It is two hundred and sixteen feet long and was built by this Department in 1878. The winter season is selected for the work upon the report of the inspector that then it could be done more cheaply than in the summer.

## DOUGLAS AND CLONTARF ROAD.

Two miles and a-half of road previously chopped out by the settlers and now made travelable. It is from the road between the sixteenth and seventeenth concessions of Grattan, from lot thirty one southward.

## DUMMER 9 CON. ROAD.

This road is one leading from or near Norwood, northward to Stony Lake about fourteen miles. The work this season was between lots six and twenty-eight, some seven and a-half miles which have been materially improved, while it is reported as requiring further outlay before it can be said to be in good condition for general traffic. The County gave \$50 and the Township of Dummer \$50 towards the work.

## EAU CLAIRE ROAD AND BRIDGE.

A bridge three hundred and eighty-six feet long, built over Amable Du Fond River, practically at Eau Claire station of the Canadian Pacific Railway, (lot 18 concessions seven and eight Calvin).



The main portion is composed of two openings of forty-eight and forty-six feet, the balance being trestle work. An intervening island separates the work into two parts and hence the inhabitants have christened it "the Twin Bridges."

Its cost with the road-work and approaches exceed the appropriation somewhat but it is, notwithstanding, an excellent and cheap structure, carefully built according to plan and instructions.

#### FRASER 5 AND 6 SIDE LINE ROAD.

One mile of new work from the road allowance between the eighth and ninth concessions of Fraser southward between lots five and six. It is cut out twenty feet wide and made generally passable throughout.

#### GALWAY AND CAVENDISH ROADS.

Six miles of repairs and two miles of construction. The work was between the fourteenth and fifteenth concessions of Galway and Cavendish, the repairs being from lot seventeen of Galway eastward and the new work from lot number nine of Cavendish eastward to Buckhorn road.

In addition to the above, a road was brushed and roughly opened into Salmon Lake to give settlers means of access to the above road.

#### GANNON'S NARROW ROAD.

About four and a-half miles of repairs in the township of Ennismore, the County of Peterborough and Council of Ennismore contributing each \$50.

#### GRATTAN AND SOUTH ALGONA ROAD.

This work is in the twentieth concession of Grattan between lots thirty and thirty one, consisting of one mile of repairs.

#### HAGARTY AND BRUDENELL ROAD.

One mile graded through from lot seventeen to lot twenty-one, the road being on the sixteenth line of Brudenell.

#### HAGARTY 5 AND 6 CON. ROAD.

A new road opened across lots twenty-six to thirty both inclusive. The work is between the sixth and seventh concession line, and not as above which was an error in the estimates. Eight miles were repaired in the townships of Sherwood and Jones of the Opeongo road, and is included in this expenditure.

#### HAGARTY 15 AND 16 SIDE LINE ROAD.

Another new piece of work a little less than three quarters of a mile long, extending from the town line between Hagarty and Brudenell, through concession "A" of Hagarty and between the lots indicated by the name which the road bears.

#### HASTINGS ROAD.

Between Rathbun station and Bancroft fifteen miles were repaired, and again from McKenzie's Lake, which is about twelve miles north of Peterson road, ten miles northward were improved.

#### HYDES' CHUTE AND SANSON ROAD.

Six and a-half miles repaired from the point known as "Strain's Corners," to the Opeongo road. Many deviations were made and the road very much improved.



### INDIAN RIVER BRIDGE.

This bridge was largely renewed as to its superstructure, new chords and new truss being introduced, and the entire structure raised two feet. It is situate on lot twenty-one, concession "A" of the Township of Alice.

### LAKE CLEAR AND LYNDOKH ROAD.

Repairs in the Townships of Sebastopol and Lyndoch from Opeongo road southward five miles and a-half.

### LARCHWOOD ROAD.

This road, or portion of one, was opened last year for winter use, and this season completed for more general traffic.

The work is from Larchwood station of the C. P. Railway eastward, following the railway along its limit one mile to the line between lots ten and eleven of the third concession of Balfour, thence south to the boundary between the above-named township and Creighton; thence east half-a-mile, and thence south to Chelmsford or Whitson Creek, the work ending on lot number ten in the sixth concession of Creighton, and covering about five miles.

### LOUGHBORO' LAKE BRIDGE.

A bridge spanning the narrows of Loughboro Lake on the Kingston and Perth road. A portion is being raised about five feet to allow the passage of steamers which may trade on these waters and which will doubtless be advantageous to residents and intending settlers.

### McKIM 4 CON. ROAD.

This work is from lot number four of concession five eastward two miles, which have been fairly well graded throughout.

### MATTAWA ROAD.

Repairs beginning at lot twenty-three and ending at thirty-eight in the township of Maria, a length of about six miles of satisfactory work.

### MATTAWA AND CALLENDER ROAD.

Two and a-half miles have been very well graded, and an equal length repaired. Grading was begun at the end of last year's work, and continued westward towards Callender.

### METHUEN ROAD.

Seven miles of repairs through the Township of Chandos.

### MISSISSIPPI JUNCTION BRIDGE AND ROAD.

The principal work was repairing and re-covering a bridge over Mississippi River about lot twenty-one between the first and second concessions of Palmerston. It is a large bridge, with two spans of sixty-five feet each, and was reduced in length eighty feet by permanent filling in.

Three miles of the road were also more or less repaired between the bridge and Mississippi road.

### MOUNTAIN GROVE ROAD.

Repairs from Mountain Grove station on the Canadian Pacific Railway (lot 13 on line between concessions 2 and 3 Olden) south-westerly to lot number one in the first concession; altogether about seven miles. A number of culverts (13) were renewed, and the road generally very much improved.

### MUD LAKE AND KILLALOE ROAD.

Two miles improved in Hagarty, and three and a-half from about half-a-mile west of the boundary between Algona and Grattan eastward, or five miles and a-half altogether.

### NEW CARLOW BRIDGE.

A trestle bridge two hundred and twenty-five feet long built over Papineau Creek on lot number six in the thirteenth concession of the Township of Carlow.

### NOGEY'S CREEK ROAD.

This road, which before was simply a trail, has been very materially improved over three miles beginning at lot number twenty-five in the seventeenth concession, and continuing northward to lot thirty-one, all in the Township of Harvey.

### NORTH BAY AND NIPISSING JUNCTION ROAD.

A road which completes connection between Mattawa and North Bay. The work is from the west side of lot eighteen, concession "D" Widdifield, eastward about a mile and a-half to the east side of lot number seventeen in the same concession, when the Trout Lake and Nipissing Junction road is reached. About half of the above road is graded; the balance, owing to unfavorable weather, was left good only for winter use.

### NORTH BAY AND TEMISCAMINGUE ROAD.

Eight and a-half miles of repairs from "B" concession of Widdifield north-eastward to the third concession. This portion of the road is now reported as in good condition.

### NORTH BAY AND WIDDIFIELD ROAD.

This work was chiefly a deviation on lot seventeen, concession "B" Widdifield, to avoid a very heavy hill, but the road was also more or less improved over five miles to Duchesnay Creek.

### NORTH HARVEY ROAD.

Construction was begun at lot number ten on the west side of the eighth concession of Harvey and continued to the east side of the seventh concession, a length of about two miles. In addition to this, substantial repairs were made from lot number twenty, concession ten, westward two miles.

### NOSBONSING ROAD.

Three miles were opened from lot number three of the fourth concession of Bonfield to lot twenty-three in the eighteenth concession of Chisholm, through rough and stony ground. One mile of the older portion was repaired.

### NOSBONSING AND SOUTH EAST BAY ROAD.

Two and a-half miles of construction from Nosbonsing Lake, lot nineteen, concession two, Chisholm, to lot number twenty-five in the fourth concession of Ferris, and three miles of repairs additional in the latter township.

### OPEONGO ROAD.

The repairs upon this road aggregate twenty-two miles, and were done in five different sections, extending from the Township of Admaston to eight miles west of Brudenell.

### OTTAWA RIVER AND MATTAWAN 13 AND 14 CON. ROADS.

These two roads which, meeting together become practically one, are in the township of Mattawan. The work consisted altogether of four miles of substantial grading, beginning on the line between concessions ten and eleven at lot twenty-six, extending northward to lot twenty-four of concession fourteen, about two miles, and thence westward two miles.

### PALMER RAPIDS AND SNAKE CREEK ROAD.

A road in the Township of Raglan from the Palmer Rapids road on the south side of the Madawaska River eastward along the said river four miles, and thence southward five miles. The first four miles were repaired throughout, and on the second portion about three hundred and twenty yards of cross-waying were built, thus making a fair wagon road into the settlement which the road serves.

### PAPINEAU, 12 AND 13 CON. ROAD.

Three miles of repairs, two of which were ditched and graded and the balance grubbed, levelled and cross-wayed. The work is between lots twenty-one and thirty-one.

### PETERSON BRANCH ROAD.

This road, which is a stage route and very much used, was repaired between Brudenell and the Madawaska River over ten miles of its length.

### PETEWAWA, 15 AND 16 SIDE LINE ROAD.

Five-eighths of a mile constructed from the fourth and fifth concession line southward, between the lots indicated. It is grubbed and levelled about eighteen feet wide and formed into a good highway.

### POWASSAN AND CALENDER ROAD.

The construction of two miles, and repair of two more; the road now reaching to lot twenty-four of concession eleven, Chisholm. A bridge of two spans, twenty-eight feet and thirty-four feet, and requiring eighty-eight feet of covering was also built with the appropriation.

### QUEEN'S LINE ROAD.

The road allowance between lots fifteen and sixteen, Galway, and repaired between the tenth and twelfth concessions—a mile and a quarter. The line was a succession of gullies which made the distance almost impassable before the present improvements.

#### RAYSIDE ROAD.

A mile and a quarter opened from lot number six in the sixth concession, eastward. This highway is now built from Rayside station, north three and a half miles, and again east one mile, serving, it is understood, some seventy-five settlers, and if continued eastward into Blezard about two and a half or three miles further would reach another belt of farming land.

#### REID ROAD.

This is three miles of entirely new work, but necessarily of a cheap character, the sum at disposal being small. The road is mostly upon the blind line between the fifteenth and sixteenth concessions of Galway, which is opened to lot number sixteen. The county of Peterborough contributed \$100, and the township of Galway \$50, so that the government's outlay was only \$219.23.

#### ROUND LAKE ROAD.

Repairs from lot twenty-eight, concession eight, Belmont, to lot twenty-seven, concession ten, one mile and three-fourths of a mile.

#### SANDY LAKE ROAD.

A road between Sandy Lake and Hall's Bridge, in the township of Harvey and approximately between lots seven and eight. Three and a half miles repaired.

#### SOMERVILLE ROAD.

This work is on the eighth and ninth concession line of the township after which the road is named, and is from lot number five to number eight, a length of one mile. It opens for settlers and travellers a much shorter route to the railway and to Fenelon Falls than they had heretofore.

#### SOUTH ALGONA ROAD.

The road allowance between the second and third concessions of South Algona and opened from lot number one westward to lot number six. One mile was entirely new work, the balance—half a mile—having been roughly opened at an earlier date.

#### STAFFORD ROAD.

The ditching and grading of two miles in the southerly end of Stafford, between lots six and seven, through the third and fourth concessions.

#### STONE DAM AND DESERT LAKE ROAD.

This is a road about six miles long extending between lot number eight, in the eleventh concession of Portland and the north-east corner of the township, and continuing to lot number three, concession fourteen, Loughborough. Settlers had chopped out and made the road roughly passable, and this year the entire distance was graded, and a quarter of a mile deviation made through lot seven in concession twelve, Portland—an especially rough section.

#### STONY LAKE ROAD.

Five and a half miles of repairs on this road, which is practically on the line between lots twenty-nine and thirty, through concessions seven to twelve inclusive. The County of Peterborough and the Township of Dummer contributed each \$25 to supplement the government grant of \$100.



## STURGEON FALLS ROAD.

Between Verner Station and Sturgeon Falls, in the townships of Caldwell and Springer, nine miles of repairs were made, reaching within two miles of Sturgeon Falls.

## STURGEON RIVER ROAD.

A road now opened from Sturgeon Falls, north through the township of Springer to the south boundary of Field, and is on the line between lots numbered four and five. The last three miles is new work this season, while in addition, two miles were repaired through the second and third concessions.

## SUDBURY ROAD.

Between Chelmsford and Sudbury nearly eleven miles were generally improved, and of construction one and a quarter mile was opened from the termination of last year's operations westward to meet Larchwood road previously described.

## SUDBURY AND BLEZARD ROAD.

Altogether about four miles of repairs were made, the principal work being, however, upon a low-lying portion, which, in order to protect it from flooding, was raised some eighteen inches for about three-quarters of a mile. The work is very highly spoken of.

## SUDBURY AND NEELON ROAD.

From lot number five, in the third concession of McKim, this road was extended eastward, following very nearly the railway line two and a half miles, two of which were fairly graded and the balance cut out and levelled.

## SUDBURY AND WHITEFISH LAKE ROAD.

Six and a-half miles of work, four miles being almost new work and the balance repairs. Operations were from lot number five of the fifth concession of Waters south-westerly, following the general course of the railway towards Norton station, and now forming a fair highway from Sudbury to the end of this work.

## TRAFFORD AND TAMWORTH ROAD.

This road begins on the line between lots two and three in the thirteenth concession of the township of Sheffield, extending westerly to Tamworth, and the work this season was from the point of beginning westward one and a-quarter mile. The road had been opened by the settlers, but this was a low and difficult portion to build. The distance mentioned has been properly graded and made a good road.

## TROUT LAKE ROAD.

Three miles of road opened, one-half of which is properly graded and the balance chopped and made ready for grading and ditching. The work was commenced at lot fifteen, concession thirteen, Widdifield, and continued in an angling course to lot number nine.

## VEUVE RIVER BRIDGE.

A bridge now under construction over Veuve River between lots eight and nine in the fourth concession of Caldwell and practically at Verner station, Canadian Pacific Railway. It will be two hundred and six feet long with main span of fifty-eight feet

in the clear, two of thirty-six feet each, and approaches. It will rest upon pile piers, the piles being about fifty feet long, driven eighteen to twenty-six feet into clay and in water sixteen to eighteen feet deep, increasing in time of spring freshet to as much as twenty-five feet.

#### WAHNAPIAE ROAD.

The improvement of what had in the past two years been opened as a rough winter road. Eight miles have been formed into a very fair general highway from near Wahnapiæ station northward or nearly two-thirds of the distance between the station and lake of the same name.

#### WEST RIDEAU LAKE BRIDGE.

This bridge is situate on lot number nineteen in the ninth concession of Bedford, on the road between Fermoy and Westport, and is across a bay of West Rideau Lake the waters of which, in consequence of improvements by the Dominion Government on the Rideau Canal, had raised the water and flooded the road, damaging the bridge. The work consisted in the filling up permanently of four hundred and fifty feet of the bridge by an embankment three feet above the water line, leaving an opening or water-way of sixteen feet which was substantially bridged. Two miles of repairs were made eastward and a mile and a-half westward of the above bridge.

#### WHITSON CREEK BRIDGE.

A bridge built over Whitson or Chelmsford Creek at the south end of Larchwood road, lot number ten, concession six, Creighton. Its length is eighty-three feet, width fourteen feet, main span thirty-five feet in the clear, resting on piers ten and thirteen feet high respectively. The piers are filled with stone, and the structure is firm and strong throughout.

#### WILBERFORCE AND NORTH ALGONA T. L. ROAD.

This work is on the town line between the townships mentioned across the eighteenth and nineteenth concessions. The distance, one mile and a-quarter, which had been roughly chopped out by the settlers, is now graded and ditched,

#### WILBERFORCE 20TH AND 21ST SIDE LINE ROAD.

A little below three-quarters of a mile of a new road made as a necessity to reach a German settlement, and is a continuation of a work commenced at an earlier period.

#### WISAWASA ROAD.

The opening of two and a-quarter miles, beginning between lots nineteen and twenty in the third concession of Ferris, and ending at lot eleven in the fourteenth concession of Chisholm. The last mile is only chopped out and levelled, the balance is graded in addition.

#### YORK RIVER BRIDGE.

A new structure built over York River west of the Hastings road in the township of Herschel. Its length is one hundred and eight feet, having a main span of forty-eight and a-half feet, resting upon two cedar piers, and is reported as an excellent piece of workmanship throughout.

# SUMMARY OF EXPENDITURE ON COLONIZATION ROADS AND BRIDGES IN THE YEAR 1892.

Name of work.	Departmental expenditure.		Total departmental expenditure.	Municipal and other expenditure.
	Cash.	Supplies.		
NORTH DIVISION.	\$ c.	\$ c.	\$ c.	\$ c.
Batchawanning.....Road	755 62		755 62	
Bruce Mines and Desert Lake....."	598 04		598 04	
Cockburn Island.....Roads	499 67		499 67	
Coffin.....Road and Bridge	502 09		502 09	
Dorion.....Road	1,268 51		1,268 51	
Echo River.....Bridge	991 14		991 14	
Goulais River....."	3,108 18	424 64	3,532 82	
Grand Portage.....Road	814 29		814 29	
Grassy River (balance of 1891)....."	114 56		114 56	
Great Northern....."	950 00		950 00	
Honora Bay....."	992 44		992 44	
Inspection (including part of 1891)....."	1,997 10		1,997 10	
Iron Bridge.....Road	100 35		100 35	
Kaministiquia.....Bridge	414 04		414 04	
Manitoulin Island.....Roads	300 45		300 45	
McKenzie Creek.....Bridge	150 02		150 02	
Ouimet and Black Bay (balance of 1891).....Road	47 18		47 18	69 87
Patton....."	802 11		802 11	200 00
Pine River Road (balance of 1891)....."	29 51		29 51	
Point de Meuron.....Bridge	397 14		397 14	
Rabbit Mountain and Whitefish Lake.....Road	1,041 38		1,041 38	
Rainy River (balance of 1891)....."	32 83		32 83	
"....."	6,242 09		6,242 09	
" Trail....."	40 00		40 00	
Rat Portage and Keewatin (balance)....."	19 42		19 42	
"....."	598 14		598 14	
Rat Portage and Rainy River (balance)....."	14 98		14 98	
Spanish River....."	835 94	125 13	961 07	
Ten Mile Point and Sandfield and West Bay....."	327 54		327 54	
Thessalon and Bright....."	198 08		198 08	
Webbwood....."	904 09	134 38	1,038 47	
White River.....Bridge	500 00		500 00	
WEST DIVISION.			26,271 08	
Ah-mic Harbour and Burk's Falls.....Road	393 67		393 67	
Alsace....."	403 94		403 94	
Armour....."	719 80		719 80	
Baysville.....Bridge	1,210 00	89 11	1,299 11	
Beaver Lake.....Road	1,350 00		1,350 00	
Bethune, 10th and 11th side line....."	499 16		499 16	
Brunel....."	309 00		309 00	
Chaffey, 12th Concession....."	378 54		378 54	
Chisholm, 10th and 11th Concession....."	497 05		497 05	
Conger....."	289 55		289 55	
Dorset....."	50 00		50 00	
Eagle Lake.....Bridge	850 00		850 00	
German.....Road	400 00		400 00	
Indian Peninsula.....Roads	1,738 39		1,738 39	
Inspection....."	1,509 65		1,509 65	
Joly.....Road	527 25		527 25	
Joseph River.....Bridge	121 56		121 56	
Katrine (balance of 1890)....."	10 03		10 03	
Laurier.....Road	499 50		499 50	
Lorimer Lake....."	66 96		66 96	
Machar, 5th and 6th side line....."	508 83		508 83	
McKellar, 10th and 11th Concession....."	488 44		488 44	
Mills and Wilson....."	700 00		700 00	
Muskoka....."	1,362 01	44 75	1,406 76	
Muskoka and Bobcaygeon....."	810 90		810 90	
Musquosh....."	252 70		252 70	



SUMMARY OF EXPENDITURE, ETC.—*Continued.*

Name of work.	Departmental expenditure.		Total departmental expenditure.	Municipal and other expenditure.	
	Cash.	Supplies.			
WEST DIVISION.—Continued.					
	\$	c.	\$	c.	
New Jerusalem .....	Road	455 24	44 75	499 99	
Nipissing .....	"	504 62		504 62	
Northern .....	"	500 00		500 00	
Northwest .....	"	75 00		75 00	
Oakley .....	Bridge	860 00	89 93	949 93	
Old Man's Creek .....	"	206 33		206 33	
Parry Sound .....	Road	490 42		490 42	
Pile Hammer .....	"	50 00		50 00	
Pringle .....	Road	513 74		513 74	
Seguin River .....	Bridge	73 15		73 15	
Shawanaga and Naiscoodyonge (balance 1891).	"	21 40		21 40	
Simpson .....	Road	700 00		700 00	
South Falls .....	Bridge	341 97		341 97	
South River .....	"	500 00	44 58	544 58	
Stisted .....	Road	267 32		267 32	
Strong Township .....	Roads	894 32		894 32	
Utterson .....	Bridge	640 00		640 00	
Westphalia .....	Road	300 22		300 22	
			23,653 78		
EAST DIVISION.					
Abinger and Miller, T. L. ....	Road	498 13		498 13	
Addington .....	"	1,349 06		1,349 06	
Alice, 10th and 11th Concession .....	"	200 00		200 00	
Anstruther (balance of 1891) .....	"	11 23		11 23	
Arden .....	"	500 00		500 00	
Belmont .....	"	410 62		410 62	150 00
Bobcaygeon .....	"	774 68		774 68	
Bonfield, 4th and 5th Concession .....	"	480 00		480 00	
Bonfield, 15th and 16th side line .....	"	250 01		250 01	
Booth (including balance of 1891) .....	"	420 59		420 59	
Brennan's Creek .....	Bridge	100 00		100 00	
Bromley Proof Line .....	Road	152 37		152 37	
Buckhorn .....	"	1,198 29		1,198 29	
Buckhorn and Burleigh .....	"	173 25		173 25	150 00
Burleigh (including balance of 1891) .....	"	488 10		488 10	
Caldwell .....	"	825 84		825 84	
Callender and North Bay .....	"	690 00		690 00	
Calvin, 4th Concession .....	"	301 06		301 06	
Cameron and Papineau, T. L. ....	"	502 17		502 17	
Carlow .....	Bridge	787 66		787 66	
Cavendish .....	Roads	608 21		608 21	
Chandos (balance of 1891) .....	"	13 12		13 12	
Clare River .....	Bridge	800 00		800 00	
Cobden .....	Road	775 84		775 84	
Dalton, 25th and 26th side line .....	"	395 25		395 25	
Devil Lake .....	Bridge	400 00		400 00	
Douglas and Clontarf .....	Road	500 00		500 00	
Dummer, 9th Concession .....	"	207 00		207 00	100 00
Eau Claire .....	Road and Bridge	1,310 04	87 26	1,397 30	
Fraser, 5th and 6th side line .....	Road	200 50		200 50	
Galway and Cavendish .....	Roads	859 85		859 85	
Gannon's Narrows .....	"	102 30		102 30	100 00
Grattan and South Algona .....	"	400 00		400 00	
Hagarty and Brudenel .....	"	406 82		406 82	
Hagarty, 5th and 6th Concession .....	"	700 00		700 00	
Hagarty, 15th and 16th side line .....	"	301 93		301 93	
Hastings .....	"	1,627 21		1,627 21	
Hyde's Chute and Sanson .....	"	569 61		569 61	
Indian River .....	Bridge	202 32		202 32	
Inspection .....	Road	2,971 90		2,971 90	
Lake Clear and Lyndoch .....	"	504 45		504 45	
Larchwood .....	"	1,366 25	106 63	1,472 88	
Loborough Lake .....	Bridge	200 00		200 00	



SUMMARY OF EXPENDITURE, ETC.—*Concluded.*

Name of Work.	Departmental expenditure.		Total departmental expenditure.	Municipal and other expenditure.
	Cash.	\$ c.		
EAST DIVISION.—Continued.				
	\$ c.	\$ c.	\$ c.	\$ c.
McKim, 4th Concession.....Road	304 50		304 50	
Mattawa....."	480 00		480 00	
Mattawa and Callender....."	799 14		799 14	
Methuen (including balance of 1891)....."	350 03		350 03	
Mississippi (balance of 1891)....."	19 62		19 62	
Mississippi Junction.....Bridge and "	412 89		412 89	
Mountain Grove....."	397 13		397 13	
Mud Lake and Killaloe....."	761 19		761 19	
Murchison (balance of 1891).....Bridge	115 89		115 89	
New Carlow....."	498 98		498 98	
Nogey's Creek.....Road	313 67		313 67	
North Bay and Nipissing Junction....."	400 32		400 32	
North Bay and Temiscamingue....."	601 00		601 00	
North Bay and Widdifield....."	525 77		525 77	
North Harvey....."	763 82		763 82	
Nosbonsing....."	916 40	84 20	1,000 60	
Nosbonsing and Southwest Bay....."	725 83		725 83	
Opeongo....."	1,303 59		1,303 59	
Ottawa River and Mattawan, 13th and 14th Con. Roads	805 58		805 58	
Palmer Rapids and Snake Creek.....Road	740 15		740 15	
Papineau, 12th and 13th Concession....."	499 97		499 97	
Peterson branch....."	400 00		400 00	
Petewawa, 15th and 16th side line....."	200 00		200 00	
Powassan and Callender....."	874 66	125 13	999 79	
Queen's Line....."	322 49		322 49	
Rayside....."	508 90		508 90	
Reid....."	219 23		219 23	150 00
Round Lake....."	208 06		208 06	100 00
Sandy Lake....."	113 28		113 28	100 00
Somerville....."	125 08		125 08	
South Algona....."	402 00		402 00	
Stafford....."	508 80		508 80	
Stone Dam and Desert Lake....."	808 66		808 66	
Stony Lake....."	106 75		106 75	50 00
Sturgeon Falls....."	480 00		480 00	
Sturgeon River, (including balance of 1891)....."	1,039 13		1,039 13	
Sudbury....."	791 35		791 35	
Sudbury and Blezard....."	658 40		658 40	
Sudbury and Nelson....."	900 00		900 00	
Sudbury and Whitefish Lake....."	500 00		500 00	
Trafford and Tamworth....."	394 77		394 77	
Trout Lake....."	600 00		600 00	
Veuve River.....Bridge	950 00		950 00	
Wahnapitæ (including balance of 1891).....Road	1,818 82	287 31	2,106 13	
West Rideau Lake.....Bridge	590 51		590 51	
Whitson Creek....."	273 08		273 08	
Wilberforce and North Algona T. L.....Road	399 75		399 75	
Wilberforce, 20th and 21st side line....."	199 55		199 55	
Wisawasa....."	867 07		867 07	
York River.....Bridge	508 53		508 53	
			53,730 53	

## RECAPITULATION.

	Departmental expenditure.	Municipal and other grants.
	\$ c.	\$ c.
I. North Division .....	26,271 08	269 87
II. West Division .....	23,653 78	
III. East Division .....	53,730 53	900 00
Total Departmental Expenditure .....	103,655 39	

## MUNICIPAL AND OTHER GRANTS REFERRED TO IN SUMMARY.

Municipality of Oliver .....	\$69 87
Ogema Mining Co .....	200 00
County of Peterborough .....	550 00
Harvey Township .....	50 00
Ennismore Township .....	50 00
Galway Township .....	50 00
Belmont and Methuen Townships .....	50 00
Smith Township .....	75 00
Dummer Township .....	75 00

HENRY SMITH,  
Superintendent of Colonization Roads.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1892.

## APPENDIX No. 36.

List of Persons to whom Culler's Licenses have been issued under The Ontario Cullers' Act, up to 31st December, 1892.

Name.	P. O. Address.	Name.	P. O. Address.
Anderson, M. M	Almonte	Benson, John W	Sturgeon Bay
Allan, James D	Bracebridge	Beck, Charles M, jr	Penetanguishene
Appleton, Erwin B	Bracebridge	Beatty, W. J	Coldwater
Albert, Andrew	Ottawa	Burns, C. W. jr	South River
Adams, J. Q	Longford Mills	Bell, John Henry	Burk's Falls
Anderson, Patrick J	Campbellford	Bettes, John Hiram	Muskoka Mills
Anderson, J. C	Gravenhurst	Brady, John	Renfrew
Allan, Alfred	Ottawa	Beattie, W. J	Arnprior
Aikins, Geo. M	French River		
Appleby, Ridley	Katrine	Callaghan, Dennis	Trenton
Adams, James M	Sault Ste. Marie	Campbell, Alexander J	Trenton
Aylward, James	Peterborough	Carson, James	Bracebridge
Archibald, John L	Keewatin	Campbell, J. M	Bracebridge
Austin, Wm. G	Renfrew	Campbell, Robert	Bracebridge
Anderson, Charles	Little Current	Clairmont, Joseph	Campbellford
Anderson, John	Cantier	Clarkson, Robert J	Parry Sound
Adair, Thomas Albert	Gananoque	Carruthers, Aaron	Hintonburg
Anderson, J. G	Alpena, Mich	Calder, Wm. J	Bark Lake
		Chew, Joseph	Gravenhurst
Boland, Abraham	Cartier	Cole, James Colin	Ottawa
Brown, Singleton	Bracebridge	Cameron, William	Collins Inlet
Barry, Thomas James	Hastings	Cain, Robert	Midland
Blanchet, Paul Frederick	Ottawa	Crawford, Stephen W	Thessalon
Bird, W. S	Parry Sound	Cochrane, George	Peterborough
Bayley, James T	Gravenhurst	Coburn, John	Lindsay
Bell, Henry	Ottawa	Crowe, Nathaniel	Bobcaygeon
Beach, Herbert Mahlon	Ottawa	Cameron, Alexander	Norman
Barry, Thomas	Millbridge	Chrysler, Frank R. L	Webbwood
Beaty, W. R	Parry Sound	Carson, Hugh	Rat Portage
Brooks, Frederick William	Mackey's Station	Carson, Melvin	Little Current
Brown, Robert D	Port Sydney	Cameron, John K	Spanish River
Breed, Arthur G	Penetanguishene	Cassidy, William	Little Current
Barnes, Thomas George Lee	Muskoka Mills	Campbell, Archibald J	Little Current
Buchanan, Robert	Coldwater	Close, John L	Arnprior
Beck, Jacob Frederick	Penetanguishene	Campbell, James R	Eganville
Bird, Joseph Manly	Muskoka Mills	Campbell, John A	Galetta
Boyd, John F	Thessalon	Caillier, Hyacinthe	Arnprior
Brandon, Martin W	Peterborough	Chamberlin, Thomas	Bobcaygeon
Bell, John C	Peterborough	Cooper, David Allan	Millbrook
Bartlett, George W	Warren	Cox, Henry	Bellerica, Que.
Brown, Silas	Klock's Mills	Currie, James	Ottawa
Boland, W. G	Eganville	Clarkson, A. E	Midland
Baulke, George R	Aylmer, Que.	Clairmont, E	Gravenhurst
Bromley, Thomas	Pembroke	Cameron, W. F	Sturgeon Bay
Bremner, John L	Admaston	Connelly, Daniel	Gravenhurst
Bromley, W. H	Pembroke	Campbell, P. C	Sault Ste. Marie
Bowers, Isaac	Little Current	Cadenhead, Alexander	Midland
Brown, Thomas	Barrie	Carpenter, R. J	Arnprior
Bass, Walter R	West Huntingdon	Christie, William Pringle	Severn Bridge
Bates, Robert	Rat Portage		
Bick, Thomas	Bobcaygeon	Durrill, John W	Ottawa
Bray, James	Kinmount	Dickson, John	Sundridge
Bissell, George Thomas	Trenton	Danter, R. W	Parry Sound
Baxter Richard	Deseronto	Doyle, T. J	Eau Claire
Breeaugh, Edward	Deseronto	Dobie, Alexander R	Blind River
Boyd, George A	Thessalon	Donally, Richard S	Sudbury
Buchan, Frederick	Arnprior	Devine, William	Cook's Mills
Barrett Patrick	Arnprior	Durrill, William	Nosbonsing
Brundage, Alfred W	Pembroke	Draper, Patrick	Quyon, Que.
Brougham, Thomas	Eganville	Davis, J. P	Bobcaygeon
Blair, Robert J	Arnprior	Drum, Patrick	Belleville

APPENDIX No. 36.—*Continued.*

Name.	P. O. Address.	Name.	P. O. Address.
Durham, Edgar S. ....	Rosseau	Harett, James. ....	Gilmour
Duquette, Charles. ....	Webbwood	Hayes, James. ....	Enterprise
Davis, William Albert. ....	Bobcaygeon	Huckson, A. H. ....	French River
Dickson, Robert Alexander ..	Keene	Howe, Alexander. ....	Queensborough
Dawkins, John. ....	Gravenhurst	Hurd, Edwin. ....	Hurdville
Doxsee, James E. ....	Gravenhurst	Hoff, J. S. Morris. ....	Arnprior
Ebert, Andrew P. ....	Pembroke	Hutton, John. ....	Hutton House
Ellis, Alexander. ....	Arnprior	Hutchinson, Wm. E. ....	Huntsville
Ellis, John. ....	Westmeath	Hogarth, Joseph Rowan. ....	Pembroke
Forbes, Christopher McKay ..	McLean's Depot	Humphrey, John. ....	Gravenhurst
Fitzgerald, E. Clair. ....	Parry Sound	Hill, Joshua. ....	Midland
Farrell, W. H. ....	Ironside, Que.	Hall, David. ....	Lovering
French, Louis Wm. ....	Byng Inlet	Hartley, Charles. ....	Peterborough
Freeston, Walter. ....	Burk's Falls	Helferty, Dennis. ....	Eganville
Fraser, William A. ....	Mattawa	Hamilton, Robert. ....	Rat Portage
Fortune, Owen. ....	Trenton	Hoppins, Abiram. ....	Kingston
Fraser, David. ....	Norman	Hoppins, Densmore. ....	Kingston
France, John. ....	Collins Inlet	Haystead, John. ....	Parry Sound
Ford, Charles. ....	Wahnapiatae	Henderson, John Irwin. ....	Bobcaygeon
Fraser, Alexander, jr. ....	Westmeath	Hartley, William. ....	Millbridge
Fairbairn, William. ....	Calabogie	Higgins, John C. ....	Peterborough
Fraser, Wm. A. ....	Pembroke	Humphrey, T. W. ....	Gravenhurst
Fraser, Foster. ....	Pembroke	Harrison, John, jr. ....	Pembroke
Fraser, William. ....	Little Current	Hawkins, E. ....	Le Breton Flats
Fraser, Hugh Alexander. ....	Pembroke	Henderson, Charles. ....	Bracebridge
Flaherty, John. ....	Lindsay	Halliday, Frank. ....	Mississippi
Fisher, William. ....	Trenton	Halliday, James. ....	Springtown
Fox, Thomas. ....	Deseronto	Irwin, Thomas H. ....	Parry Sound
Fallis, James W. ....	Sturgeon Bay	Jackson, Robert. ....	Brechin
Green, Norman A. ....	Gilmour	Johnson, Finlay. ....	Bracebridge
Green, Samuel E. ....	Parry Sound	Jones, Albert. ....	Victoria Harbor
Grant, John. ....	Flinton	Johnson, Thomas. ....	Bobcaygeon
Greene, Arthur. ....	Ottawa	Johnston, Archibald M. ....	Norman
George, R. W. ....	Parry Sound	Julien, Charles. ....	Trenton
Gardiner, John. ....	Parry Sound	Junkin, Henry. ....	Marmora
Golden, Frank Jay. ....	Trenton	Johns, Frank. ....	Nipissing Junction
Garson, Robert. ....	Thessalon	Jessup, Edward D. ....	Cache Bay
Gropp, August. ....	Penetanguishene	Johnson, Frank N. ....	Ottawa
Grozelle, Antoine D. ....	Muskoka Mills	Johnston, John. ....	Peninsula Lake
Goulais, James. ....	Peterborough	Johnson, S. M. ....	Arnprior
Grayson, Charles. ....	Keewatin	Kerby, John. ....	Belleville
Gladstone, Henry E. ....	Cook's Mills	Kennedy, Robert. ....	Marmora
Graham, Edward G. ....	Wahnapiatae	Kirby, Louis Russell. ....	Ottawa
Griffin, James. ....	Spanish River	Kenny, Timothy. ....	Enterprise
Gordon, Alexander B. ....	Pembroke	Kirk, Henry. ....	Trenton
Gareau, Noah J. ....	Pembroke	Knox, Milton. ....	Ottawa
Gordon, Robert W. ....	Pembroke	Kinsella, Michael Pierce. ....	Trenton
Guertin, Nelson. ....	Petawawa	Kitchen, D. ....	French River
Gunter, Peter M. ....	Gilmour	Kelly, Jeremiah. ....	Sudbury
Glennie, William. ....	Millbridge	Kelly, Ferdinand. ....	Mattawa
Gardner, John. ....	Rat Portage	King, Napoleon. ....	Mattawa
Gorman, Maurice J. ....	Fenelon Falls	Kean, B. F. ....	Orillia
Gillies, John A. ....	Braeside	Kemp, Orval Wesley. ....	Trenton
Gadway, John. ....	Parry Sound	Kirk, Charles Barron. ....	Queensborough
Garrow, Edward. ....	Nipissing Junction	Kingsland, W. P. ....	Ottawa
Gaudaur, Antoine Daniel. ....	Orillia	Kerr, John B. ....	Arnprior
Golding, William. ....	Dorset	Kennedy, Walter. ....	Arnprior
		Kennedy, John. ....	Pembroke



APPENDIX No. 36.—*Continued.*

Name.	P. O. Address.	Name.	P. O. Address.
Lloyd, Alfred .....	Severn Bridge	McPherson, James S. ....	Rama
Lawrie, Frank A. ....	Parry Sound	McKinley, Edward C. ....	Toronto
Latimer, James .....	Frank's Bay	McClelland, John .....	Parry Sound
Lemyre, Middey .....	Campbellford	McFarlane, J. W. ....	Cache Bay
Lutz, Jacob .....	Parry Sound	McDonald, Roderick .....	Pembroke
Luby, John E. ....	Ottawa	McCormack, William .....	Pembroke
Lochnan, James .....	Ottawa	Macpherson, John .....	Ottawa
Lozo, John .....	Trenton	McEachern, John A. ....	West Gravenhurst
Loughrin, Lawrence .....	Pembroke	McLeod, Dugald .....	Gravenhurst
Linton, J. H. ....	Parry Sound	McClelland, R. H. ....	Parry Sound
Ludgate, James .....	Peterborough	McEvoy, Frank .....	Campbellford
Lynch, W. H. ....	Collingwood	McDermott, Peter .....	Orillia
Lee, Robert .....	Huntsville	McIlroy, John .....	Madoc
Longford, Mark .....	Baysville	McNabb, Robert J. ....	Parry Sound
Letherby, Edwin .....	Midland	McFadden, James .....	Ottawa
Lovering, William James .....	Coldwater	McIntosh, James G. ....	Carleton Place
Lane, Maurice .....	Bobcaygeon	McInnis, Hector D. ....	Bracebridge
Lenton, George .....	Peterborough	McKinnon, Malcolm .....	Bracebridge
Low, Thomas A. ....	Renfrew	McLean, Daniel .....	Bracebridge
Livingstone, Robert M. ....	Huntsville	McKinnon, Archie J. ....	Bracebridge
Londry, William E. ....	Sault Ste. Marie	McKay, D. C. ....	Baysville
Labelle, James .....	Waltam, Que.	McDonald, James .....	Parry Sound
Labelle, Eli .....	Waltam, Que.	McPherson, Allan .....	Longford
Ladurante, J. D. ....	Ottawa	McDonald, James P. ....	French River
Ludgate, Theodore .....	Peterborough	McFarland, Joseph C. ....	Fort Severn
Malloy, Mark .....	Baysville	McNabb, Alexander .....	Thessalon
Miller, R. O. ....	Gravenhurst	McGillivray, Archibald .....	Port Arthur
Menzies, Archibald .....	Burk's Falls	McGrane, Edward .....	Lindsay
Manning, James .....	Trenton	McLeod, Donald, jr. ....	Keewatin
Martin, Philip .....	Stoco	McDonald, Hector R. ....	Thessalon
Malone, William Patrick .....	Ottawa	McDougall, Duncan .....	Bracebridge
Marsh, Esli Terrill .....	Trenton	McNabb, Alexander D. ....	Warren
Millar, John W. ....	Huntsville	McCormack, John C. ....	Sudbury
Mutchenbacker, Asa .....	Rosseau Falls	McNamara, John .....	Byng Inlet
Morris, George F. ....	Frank's Bay	McGillivray, Duncan D. ....	Algoma Mills
Murray, George, jr. ....	Waubashene	McIntyre, Daniel A. ....	Klock's Mills
Maughan, Joseph .....	Fort William	McNamara, Lewis .....	Klock's Mills
Margach, William J. ....	Port Arthur	McDonald, Sidney C. ....	Mattawa
Murray, George, sr. ....	Waubashene	McCool, Christopher L. ....	Cartier
Maniece, William .....	Peterborough	McCallum, Donald .....	Arnprior
Murray, William .....	Rat Portage	McGregor, Duncan .....	Burnstown
Morgan, Richard J. ....	Rat Portage	McLean, Peter W. ....	Sand Point
Magee, Thomas Arthur .....	Rat Portage	McManus, John C. ....	Arnprior
Murdoch, James .....	Cook's Mills	McNab, Alexander .....	Arnprior
Munroe, Peter P. ....	Commanda	McFarlane, Alexander .....	Renfrew
Mason, Benjamin .....	Westmeath	McFarlane, J. D. ....	Stewartsville
Monaghan, John B. ....	Arnprior	McFarlane, Duncan .....	Renfrew
Monaghan, M. J. ....	Arnprior	McKendry, Wm. B. ....	Arnprior
Muivihill, John .....	Arnprior	McPhee, Hugh .....	Renfrew
Moran, Andrew .....	Rockingham	McPhee, John .....	Arnprior
Muivihill, Michael .....	Arnprior	McLachlin, Peter .....	Arnprior
Mann, John .....	Manitowaning	McLachlin, Alexander .....	Arnprior
Marrigan, Richard .....	Deseronto	Mackey, Edward .....	Arnprior
Monaghan, John Dorland .....	Deseronto	McKewen, Henry .....	Trenton
Matheson, William .....	Chelmsford	McDonald, Alfred .....	Peterborough
Munro, Alexander G. ....	Braeside	McGeary, John J. ....	Sundridge
Munro, Philip .....	Braeside	McDonald, Archibald W. ....	Gilmour
Mangan, Patrick .....	Arnprior	McCaw, John Gillen .....	Queensborough
Marcil, Peter .....	Ottawa	McCauley, Barney .....	Trenton
Main, Samuel .....	Spanish Station	McDougall, James T. ....	Klock's Mills
Morley Charles .....	Huntsville	McInenly, Thomas .....	Quebec, Que.
Moore, David Henry .....	Peterborough	McBride, Archibald .....	Arnprior
Murphy, John .....	Arnprior	McFarlane, Robert L. ....	Arnprior
		McGown, William .....	Parry Sound
		McGown, Thomas .....	Parry Sound

APPENDIX No. 36.—*Continued.*

Name.	P. O. Address.	Name.	P. O. Address.
McDermet, Patrick .....	South River	Scanlin, William .....	Enterprise
McKay, Angus .....	South River	Sutherland, D. H. ....	Gravenhurst
McDonald, A. J. ....	Longford	Spanner, John .....	Huntsville
McInnes, Angus D. ....	Gravenhurst	Shier, James D. ....	Bracebridge
McKendry, Alexander .....	Waubauskene	Spooner, W. R. ....	Katrine
McGuire, Timothy .....	North Bay	Simpson, Alfred E. ....	Wakefield
McGrath, John .....	Peterborough	Souliere, John B. ....	Ottawa
McWilliams, John Bannan. ....	Peterborough	Shiels, James A. ....	Carleton Place
McCagherty, Patrick. ....	Westmeath	Spargo, George .....	Ottawa
McKendry, Daniel .....	Arnprior	Smyth, W. H. ....	Byng Inlet North
		Salmon, R. H. ....	Baysville
		Sheehan, Peter F. ....	Loring
Newton, Frank. ....	Gravenhurst	Stremer, A. ....	Ottawa
Newburn, William. ....	Parry Sound	Shields, Frank A. ....	Parry Sound
Niblett, James .....	Arnprior	Smyth, Job E. ....	Cache Bay
Niblett, Robert. ....	Osceola	Sage, Nelson .....	Muskoka Mills
Newell, John H. ....	Parry Harbor	Shaw, Thomas B. ....	Waubauskene
		Swanston, James .....	Peterborough
Overend, George J. ....	Longford Mills	Simpson, William .....	Hall's Bridge
O'Brien, Andrew .....	Ottawa	Sadler, Thomas .....	Lindsay
O'Connor, John .....	Hintonburg	Smith, Patrick Albert .....	Norman
Oliver, Darcy .....	Wahnapiatae	Snaith, William J. ....	Mattawa
O'Connor, William .....	Nosbonsing	Sinn, Wm. F. ....	Arnprior
O'Neill, James W. ....	North Bay	Scrim, Robert. ....	Arnprior
O'Donnell, William .....	Penetanguishene	Salmon, Alexander C. ....	Baysville
Owens, Richard .....	Basin Depot	Sharp, James A. ....	Sudbury
O'Reilly, Patrick .....	Cartier	Shanacy, Harry S. ....	Cook's Mills
		Smith, William .....	Ottawa
Pomeroy, Peter .....	Trenton	Stewart, Daniel. ....	Braeside
Perry, Pringle K. ....	Byng Inlet North	Sheehan, Michael H. ....	Waubauskene
Purcell, William G. ....	Ottawa	Scott, Thomas .....	Parry Sound
Purvis, John .....	Parry Sound	Smith, Lawrence .....	WestSaginaw, Mich.
Pattinson, Thomas .....	Bracebridge	Shea, Stewart .....	Campbellford
Porter, James .....	Uphill	Sullivan, John .....	Sudbury
Pearson, John James .....	Lindsay	Sinclair, Finlay .....	Sudbury
Paterson, John .....	Wahnapiatae	Shiels, Henry F. ....	Cartier
Paterson, Alexander. ....	Orillia	Smith, Gideon Onsley .....	Burk's Falls
Paquette, Oliver .....	Webbwood	Smith, John Wallis .....	Thedford
Palmateer, Sherman. ....	Gravenhurst	Smith, Henry G. ....	Arnprior
Paget, George .....	Huntsville		
		Tait, Thomas B. ....	Burk's Falls
Richardson, Frederick George	Trenton	Taylor, C. N. ....	Gravenhurst
Richards, Richard. ....	Tamworth	Thornton, W. D. ....	Longford Mills
Riddell, George Alexander. ....	Rochesterville	Trussler, Gilbert .....	Trout Creek
Richey, Evan .....	Brentwood	Thompson, George S. ....	Lindsay
Randell, Louis D. ....	French River	Thomson, Frederick, A. H. ....	Callander
Richardson, Charles Mervyn. ....	Trenton	Thomson, Francis Henry .....	Nosbonsing
Rochester, Daniel Bailie .....	Ottawa	Tuffy, John .....	Cartier
Riddell, James .....	Ottawa	Train, A. C. ....	Rowan Mills
Rice, Asa A. ....	Hull, Que.	Turgeon, George .....	Cook's Mills
Roberts, T. A. ....	Huntsville	Thomson, Alexander W. ....	Arnprior
Ross, Andrew .....	Longford Mills	Taylor, Thomas G. ....	Gravenhurst
Rose, Donald M. ....	Rat Portage	Tait, Ralph .....	Arnprior
Rawson, Charles Edgar .....	Coldwater		
Ross, George .....	Waubauskene	Udy, Dean .....	French River
Roberts, Percy T. ....	Keewatin		
Ritchie, William D. ....	Little Current	Vigrass, Percy J. ....	Dufferin Bridge
Ramsay, Robert. ....	Arnprior	Vincent, Joseph. ....	Warren
Ritchie, J. F. ....	Arnprior	Vollin, Samuel .....	Nosbonsing
Ritter, Samuel G. ....	Ah-Mic Harbor	Vannier, Nelson Joseph .....	Bobcaygeon
Robinson, William .....	Bobcaygeon		
Reid, Joseph B. ....	Lindsay	Watson, William .....	Huntsville
Ross, Walker M. ....	Ottawa	Webb, George W. ....	Parry Sound
Ruttle, H. A. ....	Carleton Place	Wilcox, Thomas .....	Parry Sound
Richards, Benedict .....	Ottawa	Wheeler, J. A. McL. ....	Tamworth
Regan, John .....	Crillia	Ward, Joseph W. ....	Ottawa
Russell, William .....	Pembroke		

APPENDIX No. 36.—*Concluded.*

Name.	P. O. Address.	Name.	P. O. Address.
Wilkinson, William .....	French River	White, James B. ....	Manitowaning
Waldie, John E. ....	Victoria Harbor	Wilson, James A., Jr. ....	Webbwood
Wigg, Thomas G. ....	Thessalon	Whaley, Thomas ....	Huntsville
Wall, Patrick B. ....	Cheboygan, Mich.	Webster, William Alfred. ....	Bracebridge
Wells, John R. ....	Little Current		
Whiteside, John. ....	Huntsville	Young, William. ....	Severn Bridge
Watt, William ....	Peterborough	Young, A. J. ....	Cache Bay
Wilson, George. ....	Lindsay	Young, Samuel ....	Coldwater
White, Thomas ....	Parry Sound	Young, Patrick P. ....	Young's Point
Watson, William ....	North Bay	Yuill, Thomas. ....	Arnprior
Weston, Frank R. ....	Midland	Yuill, A. D. ....	Braeside
		Total .....	507

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, December 31st, 1892.





REPORT  
OF THE  
COMMISSIONER OF CROWN LANDS  
OF THE  
PROVINCE OF ONTARIO  
FOR THE YEAR  
1893.

*PRINTED BY ORDER OF THE LEGISLATIVE ASSEMBLY.*



*TORONTO:*

PRINTED BY WARWICK BROS. & RUTTER, 68 AND 70 FRONT STREET WEST.  
1894.



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REPORT  
OF THE  
COMMISSIONER OF CROWN LANDS  
OF THE  
PROVINCE OF ONTARIO  
FOR THE YEAR 1893.

*To His Honor the Honorable GEORGE AIREY KIRKPATRICK,  
Lieutenant-Governor of the Province of Ontario.*

MAY IT PLEASE YOUR HONOR:

As required by law, I submit, for the information of your Honor and the Legislative Assembly, a Report for the fiscal year ending on the 31st December, 1893, of the management, etc., of the Crown Lands of the Province.

CROWN LANDS.

The area of Crown lands sold during the year was 28,135 $\frac{1}{2}$  acres, aggregating in value \$26,841.63. The collections on account of these and sales of former years amounted to \$32,249.39.

Under the leasing clause of the Mines Act, 13,386 $\frac{1}{2}$  acres were leased to various parties, upon which there was paid rent to the amount of \$15,568.69. (See Appendix No. 3, page 6.)

CLERGY LANDS.

The area of these lands sold during the year was 256 $\frac{3}{4}$  acres, aggregating in value \$366.11. The amount collected on account of these and former sales was \$5,079.06. (See Appendix No. 3, page 6.)

## COMMON SCHOOL LANDS.

The area of these lands sold during the year was  $184\frac{1}{8}$  acres, aggregating in value \$598. The collections on account of these and former sales amounted to \$10,472.14. (See Appendix No. 3, page 6.)

## GRAMMAR SCHOOL LANDS.

The number of acres sold during the year was  $229\frac{1}{4}$ , aggregating in value \$219.63. The collections on account of these and former sales was \$971.54. (See Appendix No. 3, page 6.)

## RAILWAY LANDS.

Under "Railways Aid Act" of 1889, 52 Vict., c. 35, certain lands were set apart to be sold for the purpose of forming a fund to recoup the Province in respect of moneys expended in aiding railways. Of these lands,  $888\frac{1}{2}$  acres were sold, aggregating in value \$1,540.80. The collections were \$823.05. (See Appendix No. 3, page 6.)

## COLLECTIONS AND REVENUE.

The total collections of the Department on account of all sources of revenue were \$1,840,433.31. (See Appendix No. 4, page 7.)

## DISBURSEMENTS.

The total disbursements of the Department on account of all services and expenditures were \$242,410.34. (See Appendix No. 6, pages 9 to 16.)

## WOODS AND FORESTS.

The total collections for the year under this head amounted to \$1,757,005.46, which includes \$986,372.31 on account of bonuses. The revenue derived from timber dues, ground rent, etc., was \$770,633.15. (See Appendix No. 7, page 17.)

The prosperity which attended the sawn lumber trade last year, and the expectation of larger demand and increased prices this year, stimulated the output of sawlogs last winter, but shortly after the opening of navigation serious financial stringency set in in the United States, money became very scarce and it was impossible to obtain cash for lumber or even satisfactory paper. The effect of this state of affairs was very soon felt. Shipments fell off rapidly, the mill owners preferred to hold their logs and lumber rather than part with them on doubtful security, and large stocks have been held over at the mills in the log and lumber pile. It might have been expected, under such a state of stagnation, that there would have been a break in prices and more or less demoralization, but fortunately the lumbermen, both here and on the other side, have been able to hold their stocks, and no sharp break in prices has taken place. The

financial situation in the United States is improving, confidence is being rapidly restored, the prospects for the removal of the duty on sawn lumber imported into the United States appear to be bright, and there is every reason to hope that the Canadian lumber trade will in the near future be again in a prosperous condition. The effect of holding over lumber and logs of the previous year has been to decrease the output of logs in the bush during the present winter, particularly on the north shore of Lake Huron; and, although the decrease will not be so great as at first appeared probable, it is not expected that the output will be nearly so large as it was last year.

The quantity of logs exported to the United States in the round to be sawn up there was larger than in the previous year, but it did not attain anything like the proportions which were stated by those who assumed to be, but were not, acquainted with the facts. The total output for the Province of sawlogs and round timber for the year was 742,491,791 feet. Of this quantity, 210,682,802 feet were exported in the log to the United States, and, in addition, 24,250,000 feet board measure of the previous season's cut was exported this year, making the total export of logs for the year 1893 cut on the licensed lands of the Crown 234,932,802 feet. This does not include about 10,000,000 feet board measure cut on Dominion lands (Indian Reserves), all of which was exported in the log, to be sawn in the United States. It will therefore be seen that the export from Ontario to the United States will not be more than 50 per cent. of the estimates which have appeared from time to time in the public press as the conjectures of some and the confirmed opinions of others. The Department has taken every pains to ascertain the exact quantities which were exported, and the figures here given are believed to be accurate.

Two examinations of candidates for licenses under The Ontario Cullers' Act were held during the year—one at North Bay, and the other at Belleville. Sixty-four candidates in all attended these examinations, of whom thirty-seven were found proficient, and were duly licensed. The total number now holding licenses under this Act is 544, as per list given in Appendix No. 34, page 87.

### FIRE RANGING.

The total cost of this service for the year was \$19,831.33. Of this amount \$3,610 was on account of ranging of previous years, leaving the net cost of the service for 1893 to be \$16,221.33. The refunds from licensees on account of services of this and previous years was \$16,882.44.

The service continues to give satisfaction, and is more largely taken advantage of by limit holders year by year. Forty-six licensees had 106 rangers upon their limits during the past season. The number of fires reported was seven, none of which were of a serious character. The loss of timber caused by these fires was very small.

## FISHERIES.

Since my last report a few additional Overseers have been appointed in localities where their services were required. The reports received from the various Overseers, etc., go to show that the law respecting fisheries is now much better observed than formerly.

The revenue from permits, etc., was \$339.

## FREE GRANTS.

There are 156 townships open for location under the Free Grants and Homesteads Act, the township of Dorion, in the district of Thunder Bay, having been added since my last report.

During the last year 446 locations were made on 57,440 acres of land, 52 locatees purchased 1,900 acres, and 322 patents were issued to locatees. (See Appendix 9, page 20.)

## CROWN SURVEYS.

The following surveys of townships have been carried out this year :

In the District of Nipissing the township of Stratton has been sub-divided into farm lots of 100 acres each ; part of the south boundary of the Algonquin National Park of Ontario, in the District of Nipissing, has been defined upon the ground ; the townships of Capreol, Crerar, Davis, Gibbons, Henry, Loughrin, Norman, and Rathbun, also in the District of Nipissing, have been sub-divided into lots of 320 acres each ; in the District of Algoma, the township of Tennyson into lots of 320 acres each ; in the District of Thunder Bay, the township of Purdom into lots of 320 acres each ; in the District of Rainy River, the townships of Jaffray, McCrosson and Pratt into lots of 320 acres each ; in this latter district, also, base and meridian lines have been run.

The outlines of timber berths in the Districts of Algoma and Nipissing have been surveyed, and several minor surveys have been performed.

The returns of the above-named surveys have, so far as received, been examined and in most cases closed. The particulars of these surveys will be found in Appendices Nos. 14 and 15 and 19 to 32 inclusive, pages 30 and 31, and 36 to 57 inclusive.

## MUNICIPAL SURVEYS.

The Department has during the year, on the petitions of the Municipal Councils interested, issued instructions for surveys in the following townships : Nepean, Orford, Pittsburg, Ross, Torbolton and Westmeath ; and in the Village of Waterford ; and has during the same period confirmed seven municipal surveys in the townships of Finch, Flos, Montague, Tecumseth, Tilbury East, Winchester and Yarmouth.



The particulars relating to these surveys will be found in Appendices Nos. 12 and 13, pages 26 and 28.

### MINERAL SURVEYS.

The General Mining Act and the Mines Act, 1892, require that applicants to purchase or lease mining lands in unsurveyed territory shall file Surveyor's plans field-notes and descriptions by metes and bounds, of their locations, in the Department before any sale or lease is carried out. Under these statutory regulations a number of applicants in the Districts of Nipissing, Rainy River and Thunder Bay have filed plans, etc., and an area of 3,585 acres has been sold and patented to them, for which nearly \$10,000 has been received, and an area of 7,566 acres has been leased at \$1 per acre for the first year's rental.

The particulars relating to these surveys and sales will be found in Appendices Nos. 16 and 17, and pages 32 to 34 inclusive.

### COLONIZATION ROADS.

During the year, 154½ miles of new road were constructed, 489 miles of road were repaired, 33 new bridges were erected, and a number of others repaired. All the works were carefully inspected by the officers appointed for that purpose, and the reports received show them to have been carried on in an economical and satisfactory manner. The net expenditure of the Department was \$112,166.30. See appendix No. 33, page 58.

Respectfully submitted,

A. S. HARDY,

Commissioner.

DEPARTMENT OF CROWN LANDS,

TORONTO, December 30th, 1893.



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# APPENDICES.

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# APPENDIX No. 1.

Return of Officers and Clerks in the Department of Crown Lands, for the year 1893.

Branch	Name.	Designation.	When Appointed.	Salary per Annum.	Remarks.
	Hon. A. S. Hardy	Commissioner	1889, January 19th	\$ 4,000 00	
	Aubrey White	Assistant Commissioner	1882, January 1st	2,800 00	
	George Kennedy	Law Clerk	1872, February 1st	2,000 00	
	F. Yeigh	Shorthand writer and Clerk	1880, March 1st	1,250 00	
		Inspector of Agencies		150 00	
	A. Kirkwood	Chief Clerk	1854, March 21st	1,900 00	
	J. J. Murphy	Clerk in charge of Free Grants	1872, May 1st	1,400 00	
	Julian Sale	Clerk	1871, August 5th	950 00	
	E. S. Williamson	"	1889, May 1st	800 00	
	C. J. M. Hardy	"	1890, May 31st	750 00	
Sales and Free Grants	G. B. Kirkpatrick	Director of Surveys	1866, January 30th	2,000 00	
	W. Revell	Clerk	1871, October 2nd	1,300 00	
	W. F. Lewis	"	1872, February 5th	1,000 00	
	J. M. Grant	Chief Clerk Patents	1860, May 12th	1,400 00	
Surveys, Patents and Roads	Pedro Alma	Clerk	1871, August 1st	1,250 00	
	Henry Smith	Superintendent of Colonization Roads	1881, January 1st	1,900 00	
	C. Cashman	Clerk	1872, September 1st	1,150 00	
	J. H. Bradshaw	"	1884, June 1st	850 00	
	J. A. G. Crozier	Chief Clerk	1867, December 1st	1,750 00	
	Theo. C. Taylor	Clerk	1888, August 1st	1,400 00	
	H. R. Hardy	"	1883, November 1st	1,100 00	
	Kenneth A. Miller	"	1891, November 1st	1,000 00	
	J. J. Kelly	"	1888, March 19th	950 00	
	P. J. Durkin	"	1888, October 1st	850 00	
Woods and Forests	Alex. McLaren	"	1890, May 22nd	850 00	
	John Durkin	"	1893, November 15th	850 00	

Left the service 30th September, 1893.

APPENDIX No. 1.—*Concluded.*

Return of Officers and Clerks in the Department of Crown Lands, for the year 1893.

Branch.	Name.	Designation.	When Appointed.	Salary per Annum.	Remarks.
Accounts	D. G. Ross	Accountant.	1861, April 15th	\$ 1,800 00	
	E. Leigh	Clerk	1873, December 20th	1,200 00	
	M. J. Ferris	"	1892, April 1st	850 00	
	C. P. Higgins	"	1873, July 1st	1,100 00	
	C. S. Jones	Registrar.	1890, May 22nd	1,500 00	
Bureau of Mines	A. Blue	Director of Mines	1891, May 8th	2,500 00	
	T. W. Gibson	Clerk and Shorthand writer	1891, June 19th	1,400 00	
	Aaron Slaght	Inspector	1890, April 18th	750 00	
	F. Franks	Messenger and caretaker	1886, December 1st	600 00	
	D. Kinnan	Night watchman	1873, April 1st	500 00	Transferred to Public Works.
	Harry Lake	Messenger and telephone Boy	1891, October 7th	300 00	

D. GEO. ROSS,  
Accountant.AUBREY WHITE,  
Assistant Commissioner.DEPARTMENT OF CROWN LANDS,  
TORONTO, 30th December, 1893.

# APPENDIX No. 2.

## List of Crown Land Agents for the disposal of Free Grants for 1893.

Name.	District or County.	Date of Appointment.	Salary per Annum.	Remarks.
Armstrong, John	Lake Temiscamingue, District of Nipissing.	1893, October 27th	500 00	
Anderson, D.	Part of Peterborough	1870, November 21st	500 00	
Best, S. G.	" Parry Sound District.	1875, March 23rd	500 00	
Campbell, A.	" Rainy River District.	1891, May 8th	200 00	
Cockburn, J. D.	Nipissing District	1884, May 21st	500 00	Agent for sale of lands.
Fiedling, W.	Part of Victoria.	1882, February 23rd	500 00	
Gilligan, B. J.	" Nipissing District	1884, March, 26th	500 00	
Hamilton, G.	St. Joseph Island	1890, September 20th	200 00	
Handy, E.	Part of Parry Sound District.	1879, January 3rd	500 00	
Hollands, C. J.	Town plot of Alberton	1892, October 12th	100 00	
Kirk, W.	Part of District of Muskoka	1892, July 28th	500 00	
Mackay, T.	" Frontenac	1881, December 5th	500 00	Agent for sale of lands.
Macpherson, R.	" Rainy River District	1871, July 18th	200 00	
Marsh, R. J. F.	" Algoma District.	1891, May 8th	500 00	Agent for sale of lands.
McDonald, D. G.	" Algoma District.	1888, December 3rd	500 00	
Nichols, W. L.	" Nipissing District	1885, August 27th	500 00	
Reeves, J.	" Thunder Bay District	1872, February 12th	500 00	
Ruttan, J. F.	" Algoma District	1889, May 15th	250 00	Agent for sale of lands.
Ryan, T. J.	" Parry Sound District.	1888, June 17th	500 00	
Scarlett, J. S.	" Hastings and Peterborough	1880, May 1st	500 00	
Stewart, C. R.	" Renfrew	1882, May 1st	500 00	
Stewart, James.	" Hastings	1891, September 25th	400 00	
Tait, J. R.	" Algoma District	1869, May 28th	500 00	
Turner, William	" Renfrew	1892, October 5th	200 00	
Whelan, J.	" Rainy River District.	1884, September 19th	500 00	
Wilson, Wm	" Frontenac and Addington	1891, June 19th	200 00	
Wood, Amos. W.		1892, December 31st	200 00	

D. GEO. ROSS,  
Accountant.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 30th December, 1893.

## APPENDIX No. 3.

Statement of Lands Sold and Leased, Amount of Sales, and Amount of Collections on Sales and Leases for the year 1893.

Service.	Acres Sold and Leased.	Amount of Sales.	Amount collected on Sales and Leases.
		\$ c.	\$ c.
Railway Lands .....	888 $\frac{1}{2}$	1,540 80	823 05
Crown Lands .....	28,135 $\frac{19}{100}$	26,841 63	32,249 39
Clergy Lands .....	256 $\frac{3}{4}$	366 11	5,079 06
Common School Lands.....	184 $\frac{1}{8}$	598 00	10,472 14
Grammar School Lands .....	229 $\frac{1}{4}$	219 63	971 54
Rent .....	13,386 $\frac{1}{8}$		15,568 69
Total .....	43,080 $\frac{7}{10}$	29,566 17	65,163 87

AUBREY WHITE,  
Assistant Commissioner.

D. GEO. ROSS,  
Accountant.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 30th December, 1893.



## APPENDIX No. 4.

Statement of the Gross Revenue of the Department of Crown Lands for the year 1893.

Service.	\$ c.	\$ c.
<i>Land Collections :</i>		
Railway Lands .....	823 05	
Crown Lands .....	32,249 39	
Clergy Lands .....	5,079 06	
Common School Lands .....	10,472 14	
Grammar School Lands .....	971 54	
Rent .....	15,568 69	
		65,163 87
<i>Woods and Forests :</i>		
Timber Dues .....	707,746 29	
Ground Rent .....	62,886 86	
Bonus .....	986,372 31	
		1,757,005 46
Fishing Licenses .....	339 00	
Cullers' Fees .....	248 00	
Casual Fees .....	733 43	
		1,320 43
<i>Expenditure Refunds :</i>		
Fire Ranging, Refunds of 1893 and previous years .....	16,882 44	
Agents' Salaries .....	7 60	
Inspections .....	43 00	
Surveys .....	10 51	
		16,943 55
		1,840,433 31

AUBREY WHITE,

Assistant Commissioner.

D. GEO. ROSS,  
Accountant.DEPARTMENT OF CROWN LANDS,  
TORONTO, 30th December, 1893.

## APPENDIX No. 5.

Statement of the Receipts of the Department of Crown Lands, which are considered as Special Funds, for the year 1893.

SERVICE.	\$ c.	\$ c.
<i>Clergy Lands :</i>		
Principal .....	2,674 03	
Interest .....	2,405 03	
		5,079 06
<i>Common School Lands :</i>		
Principal .....	4,400 28	
Interest .....	6,071 86	
		10,472 14
<i>Grammar School Lands :</i>		
Principal .....	732 24	
Interest .....	239 30.	
		971 54
<i>Railway Lands :</i>		
Principal .....	820 99	
Interest .....	2 06	
Rent .....	612 29	
		1,435 34
		17,958 08

AUBREY WHITE,  
Assistant Commissioner.

D. GEO. ROSS,  
Accountant.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 30th December, 1893.

## APPENDIX No. 6.

## Statement of the Disbursements of the Department of Crown Lands for the year 1893.

Service.	\$ c.	\$ c.	\$ c.
<b>AGENTS' SALARIES AND DISBURSEMENTS.</b>			
<i>Salaries—Land.</i>			
Anderson, D. . . . .	500 00		
Armstrong, John. . . . .	90 28		
Best, S. G. . . . .	500 00		
Campbell, A. G. . . . .	200 00		
Cockburn, J. D. . . . .	500 00		
Fielding, W. . . . .	500 00		
Gilligan, B. J. . . . .	500 00		
Handy, E. . . . .	500 00		
Hamilton, Geo. . . . .	200 00		
Hollands, C. J. . . . .	100 00		
Kirk, Wm. . . . .	500 00		
Macdonald, D. G. . . . .	500 00		
Mackay, Theresa. . . . .	500 00		
Macpherson, R. . . . .	500 00		
Marsh, R. J. F. . . . .	200 00		
Nichols, W. L. . . . .	500 00		
Reeves, J. . . . .	500 00		
Ruttan, J. F. . . . .	250 00		
Ryan, T. J. . . . .	500 00		
Scarlett, J. S. . . . .	500 00		
Stewart, C. R. . . . .	500 00		
Stewart, James. . . . .	400 00		
Tait, J. R. . . . .	500 00		
Turner, Wm. . . . .	200 00		
Whelan, J. . . . .	500 00		
Wilson, Wm. . . . .	200 00		
Wood, Amos. W. . . . .	200 00		
		10540 28	
<i>Salaries—Timber.</i>			
Campbell, P. C. . . . .	1600 00		
Margach, Wm. . . . .	1600 00		
Macdonald, D. F. . . . .	1600 00		
Munro, H. . . . .	1200 00		
McWilliams, J. B. . . . .	2000 00		
Tassé, D. . . . .	100 00		
		8100 00	
<b>AGENTS' DISBURSEMENTS.</b>			
<i>Land.</i>			
Anderson, D. . . . .	4 51		
Armstrong, John. . . . .	29 00		
Cockburn, J. D. . . . .	13 22		
Handy, E. . . . .	12 43		
Kirk, Wm. . . . .	19 64		
Hollands, C. J. . . . .	6 38		
Mackay, Theresa. . . . .	7 60		
Nichols, W. L. . . . .	18 25		
Reeves, J. . . . .	14 95		
Ryan, T. J. . . . .	15 50		
Carried forward . . . . .	141 48	18640 28	

APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1893.

Service.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....	141 48	18640 28	
<i>AGENTS' DISBURSEMENTS.—Continued.</i>			
<i>Land.—Continued.</i>			
Scarlett, J. S. ....	10 00		
Stewart, C. R. ....	11 35		
Tait, J. R. ....	9 15		
Whelan, J. ....	4 62	176 60	
<i>Timber.</i>			
Campbell, P. C. ....	472 90		
Margach, Wm. ....	870 96		
Macdonald, D. F. ....	400 00		
Munro, H. ....	175 18		
McWilliams, J. B. ....	469 31	2388 35	
<i>Miscellaneous.</i>			
Armstrong, J., inspection .....	115 00		
Crozier, J. A. G., travelling expenses .....	13 50		
Dixon, W. H., inspection. ....	3 00		
Hardy, Hon. A. S., travelling expenses .....	16 00		
Barber Bros., report on Temiscamingue district .....	20 50		
Jones, C. S., travelling expenses .....	62 94		
McDonald, D., inspection. ....	5 00		
Ross, Alex., services <i>re</i> Pigeon River Slide. ....	29 45		
Soper, M. L., services at Rondeau Point. ....	25 00		
Stewart, J. W., inspection .....	3 50		
Taylor, Theo. C., travelling expenses .....	59 30		
Taylor, Hugh, inspection. ....	15 00		
Yeigh, Frank, travelling expenses. ....	53 00		
White, Aubrey, travelling expenses. ....	75 00	496 19	
<i>CROWN TIMBER AGENCY, OTTAWA.</i>			
Darby, E. J., acting agent .....	1200 00		
Larose, S. C., clerk .....	900 00	2100 00	
Contingencies .....		748 89	
<i>CROWN TIMBER OFFICE, QUEBEC.</i>			
Nicholson, B., agent. ....	1400 00		
Harney, Thos., messenger and caretaker. ....	50 00	1450 00	
Contingencies .....		310 02	
<i>Carried forward</i> .....			1760 02
			26310 33



APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1893.

Service.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....			26310 33
<b>FISHERY SERVICE.</b>			
<i>Salaries of Overseers.</i>			
Bilton, George .....	50 00		
Bole, Duncan .....	100 00		
Clarke, Norman .....	50 00		
Emmons, John .....	50 00		
Huntington, S. A. ....	100 00		
Johnson, John A. ....	200 00		
Little, J. T. ....	50 00		
Moore, F. J. M. ....	75 00		
McCann, Peter. ....	50 00		
McKrown, S. R. ....	50 00		
McKirdy, William. ....	50 00		
Seidewand, Geo. E. ....	11 68		
Sliter, A. E. ....	50 00		
Sly, Lester. ....	50 00		
Smith, R. R. ....	50 00		
Willmott, J. H. ....	50 00		
		1036 68	
<i>Disbursements of Overseers.</i>			
Johnson, John A. ....	36 00		
Moore, F. J. M. ....	24 56		
Willmott, J. H. ....	33 45		
		94 01	
<i>Miscellaneous.</i>			
Margach, Wm., stocking Otter and Cameron Lakes..	127 50		
McCallum, G. A., expenses <i>re</i> Fishery Convention, Chicago .....	100 00		
McCallum, G. A., stocking Grand River .....	44 46		
North Bay <i>Despatch</i> , advertising .....	1 50		
O'Brien, A. H., digest of game laws .....	25 00		
Willmott, Chas., speckled trout fry .....	148 35		
		446 81	
			1577 50
<b>WOOD RANGING AND INSPECTION OF TIMBER LANDS.</b>			
Bremner, J. L. ....		585 50	
Brady, John .....		865 00	
Christie, W. P. ....		684 72	
Cunningham, John .....		84 00	
Fraser, Duncan. ....		427 65	
Garrow, E. ....		1105 66	
Gardner, John. ....		628 00	
<i>Carried forward</i> .....		4380 53	27887 83

APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1893.

Service.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....			4380	53	27887	83
<b>WOOD RANGING AND INSPECTION OF TIMBER LANDS.—</b>						
<i>Continued.</i>						
Galbraith, W. ....			24	00		
Henderson, Chas. ....			856	50		
Halliday, Frank. ....			1371	00		
Halliday, James. ....			985	00		
Hanes, J. L. ....			185	70		
Johnson, S. M. ....			1543	19		
Kennedy, John ....			889	92		
Lewis, Clifford ....			287	25		
Ludgate, Theo. ....			1304	60		
Moore, D. H. ....			1280	00		
Malone, W. P. ....			75	00		
McSherry, P. ....			212	55		
McCogherty, P. ....			1230	00		
McGown, W. ....			1335	00		
McGown, Thos. ....			678	00		
Paget, Geo. ....			1150	00		
Regan, John ....			1519	66		
Russell, Wm. ....			1533	66		
Robinson, Wm. ....			153	95		
Sullivan, John. ....			1925	83		
Smith, J. W. ....			1307	05		
Sinclair, F. ....			935	00		
Turgeon, J. B. ....			435	50		
White, J. B. ....			1094	50		
Workman, John. ....			231	20		
Wickware, P. A. ....			54	00		
					26978	59
<b>FIRE RANGING.</b>						
Bell, John H. .... 1892			260	00		
Bell, Alfred .... 1892			44	00		
Bruce, George .... 1892			256	00		
Blanchette, O. .... 1892			262	00		
Bremner, Wm. ....			176	00		
Bartlett, G. W. ....			264	00		
Bailey, Samuel ....			70	00		
Bowland, John M. ....			160	00		
Barber Bros., copies of Act. ....			4	10		
Bowland, Wm. ....			240	00		
Cole, John ....			240	00		
Crombie, John .... 1892		252	00			
" .... 1893		186	00			
			438	00		
Caddy, E. F. ....			130	00		
Cole, Geo. ....			234	00		
Conway, James ....			238	00		
Carter, Robt. ....			188	00		
Campbell, James ....			168	00		
Dufond, Ignace. ....			204	00		
Dunn, P. ....		210	00			
Disbursements. ....		133	50			
			343	50		
<i>Carried forward</i> .....			3919	60	54866	42

APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1893.

Service.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....			3919	60	54866	42
<b>FIRE RANGING.—Continued.</b>						
Dwyer, James.....			246	00		
Driver, Jos.....			246	00		
Dawkins, John.....			264	00		
Fairhall, Ed.....			212	00		
Francois, Antoine.....			82	00		
Flaherty, Ed.....			228	00		
Grawberger, Tho.....			212	00		
Grozelle, A. D.....			102	00		
Gouldie, E. J.....			66	00		
Graham, Ed.....			144	00		
Goldie, Stewart.....			120	00		
Gallagher, James.....			252	00		
Hanna, Samuel..... 1892			210	00		
Hanes, J. L.....			212	00		
Henderson, James.....			126	00		
Humphrey, T. W.....			226	00		
Harvey, Thos. R.....			120	00		
Harvey, Albert.....			100	00		
Hoff, J. S. M.....			181	50		
Inwood, Albert.....			90	00		
Johnston, R. W.....			264	00		
Johnson, Ed.....			214	00		
Kelly, J. M..... 1892	118	00				
"..... 1893	192	00				
			310	00		
LaSelle, H. W.....	60	00				
Disbursements.....	16	50				
			76	50		
Lunan, D. M.....			172	00		
Lawson, Alex.....			37	00		
Latour, A.....			264	00		
McNab, J. W.....			252	00		
McQuey, D..... 1892	262	00				
"..... 1893	262	00				
			524	00		
McIntyre, Wm..... 1892	262	00				
"..... 1893	262	00				
			524	00		
McNeil, Alex..... 1892			248	00		
McGown, Wm.....			82	00		
McDougall, D.....			234	00		
McFarlane, John W.....			206	00		
McCarthy, John.....			262	00		
McCormick, J. C.....			120	00		
McGuire, Jerry.....			236	00		
McGuire, James F.....			246	00		
McDonell, Alex.....	262	00				
Disbursements.....	125	73				
			387	73		
McWilliam, W.....	12	00				
Disbursements.....	5	00				
			17	00		
<i>Carried forward</i> .....			12035	33	54866	42

APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1893.

Service.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....			12035	33	54866	42
<i>FIRE RANGING.—Continued.</i>						
McKay, Angus .....	264	00				
Disbursements .....	54	00				
			318	00		
Mulligan, John .....			158	00		
Mulligan, E. ....			186	00		
Main, Samuel .....	1892	208				
" .....	1893	264				
			472	00		
Miller, Robt. ....			228	00		
Maguire, A. H. ....			52	00		
Maves, Wm. ....			184	00		
Nevers, Chas. ....			264	00		
O'Neil, A. J. ....		310				
Disbursements .....		9				
			319	50		
O'Connor, P. ....			156	00		
Osborne, Thos. ....			264	00		
Patnote, Jos. ....			212	00		
Patterson, John .....			84	00		
Reynolds, Chas. ....	1892		60	00		
Rouse, John .....			258	00		
Ruston, Fred. ....			162	00		
Seidewand, G. E. ....			262	00		
Shiels, John A. ....			112	00		
Shiels, John J. ....	1892		210	00		
Streatfield, L. E. ....			62	00		
Snarh, W. J. ....			204	00		
Stahl, David .....			118	00		
Sheehan, Peter .....			240	00		
Slade, Wm. ....			228	00		
Scantlin, Jas. ....		62				
Disbursements .....		183				
			245	75		
Smith, G. O. ....			202	00		
Stephens, R. ....		36				
Disbursements .....		15				
			51	00		
Simpson, M. ....		264				
Disbursements .....		13				
			277	75		
Thaxter, R. ....	1892		262	00		
Tremblay, O. ....			252	00		
Taylor, James .....			228	00		
Vankoughnet, John .....			72	00		
Wilson, John .....	1892		210	00		
Wells, John R. ....			156	00		
Whelan, Jas. ....			204	00		
Wilcox, G. ....			18	00		
Wright, Cecil .....			120	00		
Young, Wm. ....			264	00		
			19411	33		
Less amount refunded by limit-holders .....			16882	44		
					2528	89
<i>Carried forward</i> .....					57395	31



APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1893.

Service.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....					57395	31
<b>BUREAU OF MINES.</b>						
Blue, A., salary.....	2500	00				
Gibson, T. W. ".....	1400	00				
Slaght, A. ".....	750	00				
			4650	00		
Blue, A., disbursements.....	522	45				
Gibson, T. W. ".....	25	90				
Slaght, A. ".....	233	08				
			781	43		
Printing and stationery.....			261	26		
Postage and telegraphing.....			231	85		
Books.....			114	05		
Subscriptions and advertising.....			552	47		
Census returns.....			52	50		
Supplies.....			172	46		
Sundries.....			68	80		
					6884	82
Refunds.....					14194	08
Colonization Roads.....					112166	30
Surveys.....					39357	80
Board of Surveyors.....					150	00
<b>ALGONQUIN NATIONAL PARK.</b>						
Thomson, Peter, Chief Ranger.....	242	46				
Waters, Stephen, Under Ranger.....	183	30				
Geall, Wm. ".....	181	89				
O'Leary, Timothy ".....	183	30				
Fitzgerald, E. ".....	79	06				
			870	01		
Laborers and carpenters for the erection of buildings.....			451	66		
Supplies, disbursements, etc.....			2076	27		
					3397	94
<b>CULLERS' EXAMINATIONS.</b>						
Aylesworth, W. R.....	15	00				
Garrow, E.....	25	69				
Gardner, J.....	9	00				
Mather, D. L.....	6	00				
Moore, D. H.....	22	35				
McCogherty, P.....	33	10				
McWilliams, J. B.....	8	35				
Tait, J. B.....	26	00				
			145	49		
Advertising.....			19	25		
					164	74
<i>Carried forward</i> .....					233710	99

APPENDIX No. 6.—*Concluded.*

## Statement of the Disbursements of the Department of Crown Lands for the year 1893.

Service.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....			233710 99
CONTINGENCIES.			
Printing and binding .....	1519 71		
Stationery .....	1873 25		
		3392 96	
Postage, express and telegraphing .....		1408 96	
Advertising and subscriptions .....		420 45	
Cab hire .....		152 65	
Extra clerks and temporary writers <i>re</i> timber returns .....		2042 10	
Messenger and Caretaker .....	600 00		
Messenger and telephone boy .....	300 00		
		900 00	
Sundries .....		256 28	
			8573 40
<i>Timber Sale, 1892.</i>			
Advertising .....			125 95
			242410 34

D. GEO. ROSS,  
Accountant.

AUBREY WHITE,  
Assistant Commissioner

DEPARTMENT OF CROWN LANDS,  
TORONTO, 30th December, 1893.

## APPENDIX No. 7.

## WOODS AND FORESTS.

Statement of Revenue collected during the year ending 31st December, 1893.

	\$	c.	\$	c.
Amount of Western District collections at Department .....	1,444,165	68		
“ “ “ at Quebec.....	68,304	25		
			1,512,469	93
Amount of Belleville collections.....	65,679	12		
			65,679	12
Amount of Ottawa collections.....	166,818	56		
“ “ at Quebec .....	12,037	85		
			178,856	41
Total.....			1,757,005	46

AUBREY WHITE,  
Assistant Commissioner.

J. A. G. CROZIER,  
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,  
WOODS AND FORESTS BRANCH,  
TORONTO, 30th December, 1893.

## APPENDIX

## WOODS AND

## Statement of Timber and Amounts accrued from Timber Dues, Ground

Agencies.	Area covered by Timber Licenses.  Square Miles.	Quantity and					
		Saw Logs.				Boom and	
		Pine.		Other.		Pine.	
		Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.
Western Timber District...	8790	5453389	528081688	29710	2058386	57141	13124792
Belleville Timber District...	1696	710597	80354372	78893	3685580	13661	3292222
Ottawa Timber District....	6758	1127453	109779211	33506	2351158	54047	7859506
Total .....	17244	7291439	718215271	142109	8095124	124849	24276520

## APPENDIX No.

Agencies.	Quantity and description								
	Square Timber.				Cedar lineal feet.		Cordwood.		Pulp Wood.
	Tamarac and Spruce.		Cedar and Hemlock.						
	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Hard cords.	Soft cords.	Cords.
Western Timber District..			C .....	21907			2689	12599	1711
Belleville Timber District.	{ T. 19 S. 2 }	{ 646 64 }	H. 849	37376		151651	126	538	26
Ottawa Timber District...						51479	750	110	1980
Total .....	{ T. 19 S. 2 }	{ 646 64 }	C ..... H. 849	21907 37376 }		203130	3565	13247	3717

J. A. G. CROZIER,  
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS, WOODS AND FORESTS BRANCH,  
TORONTO, 30th December, 1893.



No. 8.

FORESTS.

Rent, and Bonus during the year ending 31st December, 1893.

Description of Timber.

Dimension Timber.		Square Timber.							
Other.		White Pine.		Red Pine.		Birch, Ash and Elm.		Maple and Oak.	
Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.
1509	151833	21499	1092519	932	40704	{ A. 47 B. 77 E. 25 A. 10 E. 34 B. 81	{ 1675 2594 750 419 681 1765 }	{ O. 106 M. 105 }	{ 2171 1902 }
1536	293422	1164	59409	.....	.....				
2535	306520	14151	715412	8	279	A. 6	186	.....	.....
5580	751775	36814	1867340	940	40983	{ A. 63 B. 158 E. 59	{ 2280 4359 1431 }	{ O. 106 M. 105 }	{ 2171 1902 }

8.—Continued.

of Timber.							Amounts Accrued.				
Tan Bark.	Railway Ties.	Posts.	Shingle Bolts.	Telegraph Poles.	Hop Poles and Traverses.	Piles and Head Blocks.	Interest and Trespass.	Timber Dues.	Bonus.	Ground Rent.	Total.
C'ds	Pieces.	C'ds.	C'ds	P'ces.	Pieces.	Feet.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
60	1011849	2687	1342	1520	..... { P. 144000 H.B. 85120 }		34641 80	609021 20	958538 60	34675 00	1636876 60
...	14921	1449	44	1147	.....	.....	194 75	89006 32	.....	5608 00	94809 07
....	103635	683	576	.... { T. 4334 H.P. 900 }	{ P. 13500		4138 81	140652 51	.....	21395 00	166186 32
60	1130405	4819	1962	2667 { T. 4334 H.P. 900 }	{ P. 157500 H.B. 85120 }		38975 36	838680 03	958538 60	61678 00	1897871 99

AUBREY WHITE,  
Assistant Commissioner.

## APPENDIX No. 9.

RETURN of the number of locatees and of acres located; of purchasers and of acres sold; of lots resumed for non-performance of the settlement duties; and of patents issued under the "Free Grants and Homesteads Act" during the year 1893.

Township.	District or County.	Agent.	Number of persons located.	Number of acres located.	Number of purchasers.	Number of acres sold.	Number of lots resumed.	Number of patents issued.
Baxter .....	Muskoka.	Wm. Kirk, Bracebridge .....	1	100	.....	.....	1	4
Brunel .....			1	97	.....	.....	1	3
Chaffey .....			6	697	.....	.....	7	2
Draper .....			1	149	2	118	4	2
Franklin .....			7	801	.....	.....	2	3
Macaulay .....			.....	.....	.....	.....	2	.....
Medora .....			7	947	2	20	13	4
Monk .....			.....	.....	1	10	2	2
Morrison .....			5	556	.....	.....	2	1
Muskoka .....			4	631	.....	.....	2	.....
McLean .....			9	1,273	.....	.....	9	2
Oakley .....			4	570	.....	.....	5	3
Ridout .....			2	198	.....	.....	4	2
Ryde .....			1	100	1	15	1	4
Sinclair .....			13	1,885	.....	.....	9	3
Sherborne .....			3	311	.....	.....	2	.....
Stephenson .....			4	423	.....	.....	4	4
Stisted .....			3	306	3	.....	5	5
Watt .....			3	280	1	111	4	2
Wood .....			8	941	3	69	12	1
Cardwell .....	Parry Sound.	Theresa Mackay, Parry Sound	3	433	.....	.....	.....	3
Carling .....			2	165	.....	.....	.....	2
Christie .....			1	170	.....	.....	1	2
Ferguson .....			3	426	.....	.....	.....	1
Foley .....			.....	.....	1	6	2	.....
Hagerman .....			1	113	.....	.....	.....	2
Humphrey .....			7	885	2	287	1	2
Monteith .....			.....	.....	1	54	6	1
McConkey .....			.....	.....	.....	.....	.....	3
McDougall .....			1	100	.....	.....	.....	1
McKenzie .....			.....	.....	.....	.....	1	.....
McKellar .....			.....	.....	.....	.....	2	2
Shawanaga .....			2	299	1	6	2	.....
Wilson .....			1	100	.....	.....	1	.....

Chapman	Parry Sound	S. G. Best, Maganetawan	424	3	6
Croft			784	5	5
Ferrie					4
Gurd			1		
Lount			363	3	4
Machar			300	2	
Mills			896	6	13
Pringle			100	1	4
Ryerson			143	1	2
Spence			200	1	1
Strong			349	3	1
Armour			200	2	1
Bethune			300	2	4
July			2,981	19	3
McMurrich			787	5	15
Perry			399	3	5
Proudfoot			789	7	4
Hardy			200	1	3
Hinsworth					8
Laurier					1
Nipissing					
Patterson					
Anson					
Glamorgan					
Hindon					
Luttreworth					
Minden					
Stanhope					
Snowdon					
Anstruther					
Chandos					
Cardiff					
Monmouth					
Peterboro'					
do					
Haliburton					
do					
Peterboro'					
do					
Galway					
Bangor					
McClure					
Wicklow					
Carlow					
Cashel					
Dungannon					
Faraday					
Herschel					
Limerick					
Mayo					
Monteagle					
Wollaston					

APPENDIX No. 9.—*Continued.*

RETURN of the number of locatees and of acres located ; of purchasers and of acres sold ; of lots resumed for non-performance of the settlement duties ; and of patents issued under the "Free Grants and Homesteads Act" during the year 1893.

Township.	District or County.	Agent.	Number of persons located.	Number of acres located.	Number of purchasers.	Number of acres sold.	Number of lots resumed.	Number of patents issued.
Abinger .....	Addington .....	A. W. Wood, Plevna	2	299			4	4
Denbigh .....	do .....		2	200			2	2
Canonto, South .....	Frontenac .....							
do .....	do .....							
Clarendon .....	do .....							
Miller .....	do .....						1	5
Palmerston .....	do .....						1	1
do .....	do .....							
Algona, North .....	Renfrew .....	James Reeves, Eganville.						4
do South .....			6	748	2	57	2	1
Brougham .....			6	614	2	109	9	1
Grattan .....			1	100			1	15
Hagarty .....								
Richards .....	Renfrew .....		2	300			1	4
Wilberforce .....								
Brudenell .....			4	387			2	8
Griffith .....			1	200			1	1
Lyndock .....			3	492	1	2	2	4
Matawatchan .....	Renfrew .....	John Whelan, Brudenell.	3	380	1	21	5	3
Radcliffe .....			2	300			1	1
Raglan .....			5	698			5	2
Sebastopol .....								
Sherwood .....			1	53			3	2
Alice .....	Renfrew .....	James Stewart, Pembroke	5	446	1	9		3
Buchanan .....			8	1,178				2
Fraser .....			1	110				
Head .....								1
Maria .....								
McKay .....	Renfrew .....		5	632			2	1
Petewawa .....			2	203			1	1
Rolph .....			1	100				
Wylie .....								
Cameron .....			1					1



Bonfield .....					1,373				6
Calvin .....					1,300				10
Ferris .....					1,100				4
Matawan .....					290	1	4		2
Papineau .....					500	2	200		5
Korah .....									1
Parke .....									
Prince .....					882				6
Plummer .....					315				4
St. Joseph's Island .....									
Crooks .....					911	1	25		16
Dorion .....									
Dawson Road .....									
Oliver .....					200				1
Painoonge .....					160				2
Gillies .....									1
Atwood .....					141				
Blue .....					320				
Curran .....					467		122		2
Dilke .....					1,276	1	40		5
Morley .....					480				
Nelles .....					160	2	117		2
Patullo .....					52				
Roseberry .....					1,200				
Shenston .....									1
Tait .....									
Worthington .....									
Aylesworth .....					206				1
Barwick .....					100				
Crozier .....					136				
Devlin .....					120				
Lash .....					198	2	154		2
McIrvine .....									1
Roddick .....									1
Woodyatt .....									
Totals .....					57,440	446	52	1,900	356
									322

JOSEPH J. MURPHY,  
Clerk in Charge.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, December 30th, 1893.

# APPENDIX No. 10.

## FISHERY OVERSEERS.

### UNDER THE ONTARIO FISHERIES ACT.

Name.	District.	Post Office Address.	Salary.
John H. Willmott	Muskoka District.	Beammaris	Per annum.
Francis James Moore	Peterborough, Victoria and Haliburton.	Lakefield	\$ 50 00
Norman Clark	Lanark and parts of Frontenac and Addington.	Mississippi Station	75 00
John T. Little	Part of Algoma District.	Iron Bridge	50 00
Samuel Robert McKewen	Manitoulin Island	Tenkumnah	50 00
Robert R. Smith	Renfrew County	Eganville	50 00
William McKirdy	River and Lake Nepigon and tributaries.	Nepigon	50 00
Joseph Whalen	Thunder Bay District.	Port Arthur	50 00
John Emmons	Rainy River District	Rat Portage.	50 00
John A. Johnson	Parts of Parry Sound and Muskoka	Parry Sound	200 00
Justus B. Smith	Charleston Lake	Charleston	50 00
Peter McCann	Thames River and Waters tributary	London	100 00
S. A. Huntington	Lake Nipissing, etc.	North Bay	100 00
H. K. Smith	Hastings County	Belleville.	100 00
Duncan Bole	Algoma District	Sault Ste. Marie	50 00
Lester Sly	Parts of Frontenac and Leeds	Morton	50 00
George Bilton	do do	Newborough	50 00
A. E. Sliter	Gananoque River and Lakes	Morton	50 00
George E. Sledewand	Stony Lake, South River and tributaries	Sundridge	50 00

A. KIRKWOOD,

AUBREY WHITE,

Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,

TORONTO, 30th December, 1893.

# APPENDIX No. 11.

Statement of the number of letters received and mailed by the Department in 1891, 1892 and 1893.

Years.	Sales and Free Grant	Accounts.	Surveys.	Woods and Forests.	Colonization Roads.	Totals.	Names indexed.	Enclosures.	Orders in Council.	Returned letters.	Mailed from Department.
1891.....	7068	929	2432	5862	2086	18385	24600	34600	51	16	28292
1892.....	6649	1014	2558	6389	1721	18331	24600	34600	53	16	28988
1893.....	6478	839	2464	5480	2084	17345	24100	34000	33	32	28406

AUBREY WHITE,  
Assistant Commissioner.

CHARLES S. JONES,  
Registrar.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 30th December, 1893.

## APPENDIX No. 12.

## Statement of Municipal Surveys confirmed during the year 1893.

No.	Name of Surveyor.	No.	Date of Instructions.	Description of Survey.	Date when Confirmed.
1	C. A. Bigger .....	582	4th August, 1892. ....	To survey the line between the 11th and 12th concessions of the township of Winchester, and to mark said line by permanent stone or iron monuments .....	5th June, 1893.
2	A. W. Campbell .....	576	8th September, 1891. ....	To survey the south boundary of lots numbers 1, 2 and 3 in the 7th concession of the township of Yarmouth, and to plant permanent stone or iron monuments at the front angles of said lots. ....	5th June, 1893.
	John H. Moore .....	577	4th February, 1892. ....	To survey that part of concession line between the 4th and 5th concessions of the township of Montague, from the original post at lots 2 and 3, westerly to the nearest point where the concession line can be established, and to mark the same by permanent stone or iron monuments. ....	8th June, 1893.
4	D. R. Brown .....	585	28th October, 1892. ....	To survey the road allowance between concessions 11 and 12 in the township of Finch from the western boundary of said township across lots numbers 1, 2 and 3 to an established post between lots 3 and 4 in the 12th concession and to mark the road allowance on each side thereof by permanent stone or iron monuments. ....	9th June, 1893.
5	Charles E. Fitton .....	578	8th April, 1892. ....	To survey the road allowance between the north halves of lots numbers 15 and 16 in the 9th concession of the township of Ffos, and to plant stone or iron monuments to define each side of said road allowance.	22nd August, 1893.



## APPENDIX No. 12.—(Continued.)

Statement of Municipal Surveys confirmed during the year 1893.

No.	Name of Surveyor.	No.	Date of Instruction.	Description of Survey.	Date when Confirmed.
6	Henry Creswicke .....	529	4th August, 1885. ....	To survey that part of the concession line between the 8th and 9th concessions of the township of Tecumseth from the western boundary of said township to lot No. 2, inclusive; also of that part of the concession line between the 9th and 10th concessions from the western boundary to lot No. 7, inclusive; also of that part of the concession line between the 10th and 11th concessions from the western boundary to lot No. 4, inclusive, all in the said township of Tecumseth, and to plant durable monuments along said parts of said concession lines ... ..	4th October, 1893.
7	Joseph M. Tiernan.....	575	1st July, 1891. ....	To survey the concession line between the 1st and 2nd concessions of the township of Tilbury East, and to mark the same by stone or iron monuments .....	3rd November, 1893.

AUBREY WHITE,  
Assistant Commissioner.

GEO. B. KIRKPATRICK,  
Director of Surveys.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 30th December, 1893.

# APPENDIX No. 13.

## Statement of Municipal Surveys for which instructions were issued during the year 1893.

No.	Name of Surveyor.	No.	Date of Instructions.	Description of Survey.	Date when Confirmed.
1	Richard Coad .....	586	14th July, 1893 .....	To survey the road allowance between the first concession and the rear of the lots north of the Talbot Road in the township of Orford from side-road between lots numbers 66 and 67 north of Talbot Road to the town line between Orford and Aldborough, and also of the road allowance between the 3rd and 4th concessions of Orford from the town line between Orford and Aldborough to the limit between lots numbers 16 and 17, and to define said road allowances by permanent stone or iron monuments on each side thereof .....	.....
2	Frank Purvis .....	587	14th July, 1893 .....	To survey that part of the road allowance between the 4th and 5th concessions of the township of Pittsburgh (reckoned from the west boundary) from the Rideau Canal easterly to side road between lots numbers 18 and 19, and to define the said road allowance by permanent stone or iron monuments on each side thereof .....	.....
3	Frank Purvis .....	588	15th September, 1893 .....	To survey the line between the 1st and 2nd concessions of the township of Torbolton from the town line between the townships of March and Torbolton, across lots numbers 1, 2 and 3, or to the nearest point beyond these lots where the concession line can be satisfactorily ascertained, and to define the road allowance across lots 1, 2 and 3 by planting stone or iron monuments on each side thereof .....	.....
4	Frank Purvis .....	589	15th September, 1893 .....	To survey that part of the town line between the townships of Ross and Westmeath lying westerly of Muskrat Lake, and to plant stone or other durable monuments on each side of the road allowance or town line .....	.....

# APPENDIX No. 13.—*Concluded.*

Statement of Municipal Surveys for which instructions were issued during the year 1893.

No.	Name of Surveyor.	No.	Date of Instructions.	Description of Survey.	Date when Confirmed.
5	E. J. Rainboth . . . . .	590	7th November, 1893. ....	To survey the road allowance between the first and second concessions Rideau Front across lots numbers 31 and 35 inclusive in the township of Nepean, and to define the road allowance across said lots by permanent stone or iron monuments . . . . .	.....
6	T. H. Jones . . . . .	591	21st December, 1893 ....	To survey part of Main Street in the village of Waterford, county of Norfolk, and plant permanent stone or iron monuments at the north-easterly and south-easterly angles of store lots numbers 3, 4, 5 and 6 being sub-divisions of village lot number 7 in Block 13 in the said village of Waterford . . . . .	.....

GEORGE B. KIRKPATRICK,  
Director of Surveys.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 30th December, 1893.

## APPENDIX No. 14.

Statement of Crown Lands Surveys, completed and closed during the year 1893.

No.	Date of Instructions.	Name of Surveyor.	Description of Survey.	Amount paid. \$ c.	No. of Acres.
1	June 27, 1892	B. J. Saunders	Township of Booth	163 77	30,911
2	July 4, "	H. B. Proudfoot	" Spohn	261 57	29,451
3	October 11, "	James Dickson	Inspection of Surveys, 1892	647 75	
4	November 21, "	Demorest & Johnson	Timber Berths	211 00	
5	December 27, "	Alex. Niven	Expenses <i>re</i> investigating disputes <i>re</i> land, Point Abino	157 02	
6	February 20, 1893	Joseph Cozens	F. Pedley, investigating disputes <i>re</i> land, Point Abino	168 71	
7	June 15, "	Alex. Niven	Boundaries of Timber Berths, Batchewaung Bay	272 81	
8	" 15, "	J. W. Fitzgerald	Base and Meridian lines, Rainy River District	4,480 00	63,246
9	" 15, "	H. B. Proudfoot	Township of Stratton	4,427 22	19,391
10	" 15, "	"	" McCrosson	1,357 37	23,458
11	" 15, "	"	" Pratt	1,642 06	21,094
12	" 27, "	T. B. Speight	" Loughrin	1,896 58	21,517
13	" 27, "	Coad & Robertson	" Davis	1,716 19	21,069
14	" 27, "	J. S. Laird	" Capreol	1,474 83	33,035
15	" 27, "	E. J. Rainboth	" Norman	2,312 45	22,804
16	" 27, "	B. J. Saunders	" Purdon	1,603 28	23,252
17	July 22, "	J. K. McLean	" Gibbons	1,622 46	23,178
18	" 22, "	W. M. Davis	" Grerar	2,539 30	
19	" 25, "	L. Bolton	" Tennyson	83 10	
20	" 25, "	E. Stewart	Outlines of townships in Algoma	140 70	
21	" 25, "	Seager & Deacon	Certain claims north of Rat Portage	661 62	
22	" 21, "	"	Certain claims at Norman, west of Rat Portage	77 60	
23	August 4, "	James Dickson	Part of south boundary of The Algonquin National Park of Ontario	789 26	
24	November 1, "	T. B. Speight	Limits of marsh lands, Long Point, Lake Erie	47 45	
25	" 1, "	James Dickson	Inspection of Surveys, 1893	69 00	
26	" 6, "	W. S. Davidson	Line between Concession 7 and 8 Sombra	1,300 00	
27	"	G. B. Kirkpatrick	Expenses, investigating surveys in Sombra, Tilbury East and Tecumseth	237 13	
28		J. F. Whitson	Drawing maps	30 18	
29		"	Copp, Clark Co., maps	266 40	
30		"	Toronto Lithographing Co., maps		
31		"	Map and School Supply Co., mounting maps		
				34,082 80	367,911

GEORGE B. KIRKPATRICK,  
Director of Surveys.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 30th December, 1893.



# APPENDIX No. 15.

Statement of Crown Lands Surveys in progress and Amounts advanced up to date, during the year 1893.

No.	Date of Instructions.	Name of Surveyor.	Description of Survey.	Amount advanced.
1	27th June, 1893 .....	David Beatty .....	Township of Rathbun .....	\$ c. 1,450 00
2	3rd August, 1893 .....	Francis Bolger .....	" Henry .....	1,500 00
3	6th October, 1893 .....	T. R. Deacon .....	" Jaffray .....	1,400 00
4	22nd September, 1893 ..	J. W. Fitzgerald .....	Residue of the Township of Wylie .....	525 00
5	1st November, 1893 .....	Jas. Dickson .....	Inspection of surveys, 1893 .....	200 00
6	25th September, 1893 ..	James F. Whitson .....	Expenses on account of survey of marsh lands along Rainy River .....	200 00
				5,275 00

GEORGE B. KIRKPATRICK,  
Director of Surveys.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 30th December, 1893.

# APPENDIX NC 16.

Statement of Lands which have been patented in the District of Rainy River during the year 1893.

No.	No. of Description.	Patentees.	Designation of Land.	Acres.	Amount	Date of Patent.
1	246	M. C. Knight	Knight's location, south of Rat Portage	63	\$ c.	189 00 25th Jan., 1893
2	247	A. M. Hay, P. Semple, J. S. Whiting	339p being part of an island, Ptarmigan Bay, Lake of the Woods.	170	510 00	8th Feb, "
3	248	Edward Kippling	443p south of Quarry Island	11	33 00	20th "
4	249	M. W. Bates	AL66, AL67, Lynx Head Falls, La Seine River	159	397 50	15th "
5	249½	G. R. Howard	451r, 452p, Devil's Gap	2 57	15 00	21st "
6	250	E. Gibbons, T. Hanson	Boulder Island, Bigstone Bay,	5	10 00	21st March, "
7	251	Essie Gibbons	465p, at west end of Rat Portage Bay,	5 90	5 00	18th "
8	252	J. S. Whiting	454r, pt. of isl'd in Ptarmigan Bay, 455p on Echo Bay,"	57	171 00	20th "
9	253	J. S. Whiting	353p, 449p, 453p, Corkscrew Island, Ptarmigan Bay,"	111	333 00	20th "
10	254	J. S. Whiting	T1, T2, on Ptarmigan Bay,	74	148 00	20th "
11	255	J. S. Whiting	306p, 307p, Clear Water Bay, 309p Ptarmigan Bay,"	142	426 00	20th "
12	256	J. S. Whiting	306p, north east part of Treaty Island,	484	1,452 00	21st "
13	257	W. G. Scott	453p, island in Rat Portage Bay,	36	5 00	18th "
14	258	Essie Gibbons	Parts of 85p and islets A & B west end of Rat Portage Bay,"	22	44 00	21st "
15	259	R. H. Agar	Islands 423p, 424p, Rat Portage Bay,	38, 60	193 00	6th April,
16	260	W. P. Sweatman	Islands 425p, 426p, Rat Portage Bay,	6, 69	36 75	7th "
17	261	W. F. Ireland	Islands 427p, 428p, Rat Portage Bay,	3, 20	18 00	6th "
18	262	R. H. Agar	448p on Coney Island,	3, 89	38 90	6th "
19	263	W. W. Colpitts	Islands D19, D20, Green's Bay,	1, 61	10 00	5th "
20	264	Joseph Smith	Island K132, northwesterly of Bare Point,	2	10 00	12th "
21	265	O. McMurphy	53k, Clear Water Bay,	78	234 00	19th "
22	266	W. Ross, J. W. C. Iclough	Island, K67, west of Yellow Girl Point,	5	12 00	24th "
23	267	W. T. Gibbins, G. W. Murray, J. McDiarmid	The Slate Location, west of Hay Island,	66	130 00	1st May,
24	268	J. M. Savage	Island K51 in Andrew Bay,	2	20 00	2nd "
25	269	E. Arnold	D89, north east of Rat Portage,	80	80 00	30th "
26	270	James Thompson	Island 110r, east of Pipestone Point,	4	20 00	30th "
27	271	C. A. Moore, T. R. Deacon	Island D46, east of Middle Island,	3	20 00	30th "
28	272	Joseph Jette	Island 2e, Bald Indian Bay,	6	18 00	30th "
29	273	J. Eastwood, G. Faulkner	Island D44, north of Old Fort Island, Winnipeg River	7	21 00	30th "
30	274	A. McInnes	Island 61p, south of Shammas Island, Lake of the Woods.	6	18 00	30th "
31	275	T. R. Deacon	Island D50, south-east of Treaty Island,	6	18 00	30th "
32	276	G. Faulkner, J. Eastwood	Island D51, below Old Fort Island, Winnipeg River	1	60 00	30th "
33	277	John S. Whiting	437p, 458p, Clear Water Bay	83	249 00	16th June,
34	278	E. Desmarais	331p on Spruce Lake, west of Rat Portage,	60	180 00	22nd "
35	279	C. A. Moore	Islands D47, D48, D49, Matheson Bay,	22	66 00	23rd "
36	280	Dudley Smith	508p or Britannia Island, east of Gull Island,	63, 75	160 00	22nd "
37	281	T. W. Dobbie	93p, Pine Portage Bay,	67	114 00	22nd "
38	281½	C. P. Wilson	Location, W. McC., Coney Island,	142, 50	498 00	27th "
39	282	T. W. Dobbie	93p, near Pine Portage Bay,	28	56 00	27th "
40	282½	John Nash	West part of K8, near Bulmer's location	6	12 00	29th "
41	283	J. H. Henesey, F. Campbell, G. Drewry	East part of K8, near Bulmer's location	27	54 00	29th "



## APPENDIX No. 17.

Statement of Mineral Lands which have been patented in Unsurveyed Territory in the Districts of Nipissing, Algoma and Thunder Bay, during the year 1893.

No.	No. of Description.	Patentees.	Designation of Mining Tract.	Acres.	Amount.	Date of Patent.
1	3000	H. S. Sibley, J. J. Marvin. . .	Islands A to Z in front of Ryan Location, Lake Superior . . . . .	163.50	\$ c. 408 75	5th April, 1893.
2	3003	A. J. Macdonell, D. O'Connor..	W. R. 12. west of Lake Wahnapiatae. . . . .	40	80 00	15th February, 1893.
3	3008	George H. Macdonell. . . . .	R. 480 on Mattawin River. west of Connee . . . . .	43	86 00	12th April, 1893.
4	3011	Alphonse Mondoux. . . . .	W. R. 37 Spar Lake, Township of Seadding. . . . .	36	108 00	2nd May, 1893.
5	3012	B. G. Hamilton . . . . .	R. 511, north of Mattawin River, west of Connee . . . . .	80	160 00	16th June, 1893.
				362.50	842 75	

GEORGE B. KIRKPATRICK,  
Director of Surveys.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 30th December, 1893.



## APPENDIX No. 18.

Statement of Patents, etc., issued by the Patents Branch during the year 1893.

	Number.
Crown Lands .....	288
School " .....	51
Mining " .....	22
Public " (late clergy reserves) .....	27
Free Grant Lands, A. A. ....	51
" " (under Act of 1880) .....	244
Rainy River " .....	85
Mining Leases .....	122
Crown " .....	3
License of occupation .....	1
Total .....	894

JNO. M. GRANT,

Chief Clerk.

AUBREY WHITE,

Assistant Commissioner.

DEPARMTENT OF CROWN LANDS,

TORONTO, 30th December, 1893.

(Appendix No. 19.)

## TOWNSHIP OF McCROSSON.

DISTRICT OF RAINY RIVER.

TORONTO, ONTARIO,

November 6th, 1893.

SIR,—I have the honor to submit the following report of the survey of the township of McCrosson, in the district of Rainy River, made during the past summer, in accordance with instructions from your Department, dated June 15th, 1893.

The township of McCrosson is situate on the south-east shore of the Lake of the Woods, and is bounded on the west by the said lake and part of the township of Spohn, surveyed by me during the summer of 1892; on the south by the township of Pratt, surveyed by me during the present summer; on the east by unsurveyed lands of the Crown, and on the north by the Lake of the Woods and the 49th parallel of latitude or 1st base line of the Dominion Government system of survey, established by D.L.S., A. L. Russell in 1874.

Part of Indian Reserve, 35 E., surveyed by D.L.S., C. F. Miles in 1880, occupies a point containing one square mile, at the north-west angle of the township of McCrosson.

I found the old lines of survey and posts of the reserve, and connected them with the lines of the township, leaving an allowance for road of one chain to the east and south of the reserve boundaries, as instructed by letter from the Director of Surveys, subsequent to the date of general instructions; Indian Reserve, 35 G, or those parts of said reserve that are shown to lie in part of the area covered by the township of McCrosson, not having yet been surveyed by the Department of Indian Affairs, Ottawa, and no accurate knowledge being obtainable of exactly where the lines should be on the ground, no attention was paid to the said reserve in making this survey; the lines crossing the area where it is supposed to be were surveyed to the shore of the Lake of the Woods, and to the boundaries of Indian Reserve, 35 E. The reserve may now be described as lots or parts of lots of the township of McCrosson.

The Little Grassy River and two of its branches flow through the township, but the height of the water in the Lake of the Woods has deprived this river of its current for most of the distance it was surveyed. A considerable fall is met with near the east boundary, on which improvements have been made some years ago for the purpose of driving timber and logs; at the time of the survey a very small quantity of water was flowing over it. Springs of good water, which are not usually found in this district, occur frequently along the banks of the south-east branch.

The soil, with the exception of a few lots, is clay loam of excellent quality, and the timber being not only large, but at present in good demand for ties, stave bolts, etc., etc., makes this a first-class township for the settler.

The timber consists principally of tamarac spruce, poplar, and cedar; a few scattered red and white pine occur, but not in any quantity.

Considerable swamp is shown on the plan, but I do not consider it detrimental to the value of the township for farming purposes. The season being unusually dry, it was very difficult to decide what was or what would be swamp during an average season. In this district much excellent land, growing nothing but spruce, tamarac and cedar, and which appears at first, on account of the deep moss, to be swamp, makes the best arable land on clearing with nothing but the ordinary surface drainage.

The winter road to Rainy River, cut out by order of your Department a few winters ago, leaves the little Grassy River in this township, and I have no doubt that, with the establishment of a stopping place thereon, it will in a short time be used as the mail route after the freezing of the lake, saving, as it will, a considerable number of miles in the distance to be travelled, as well as the long cold drive over that part of the Lake of the Woods locally called the Big Traverse.

I began the survey on the east boundary of the township of Spohn, at the north-east angle of the township of Pratt, an astronomical observation having been taken two miles north thereof. The concession lines are run due east and west astronomically, and the side lines due north and south astronomically. The lots were made forty by eighty chains, containing three hundred and twenty acres.

No allowances for roads were made.

Iron bars one and one-half inches in diameter and from three feet to four feet six inches in length, were planted at the north-east, south-east and south-west angles and one on the 49th parallel or north boundary, near the water's edge of the Lake of the Woods. They were marked with a cold chisel with the name of the township on the side facing it, and the number of the concession and lot on the the other sides.

In all cases where an iron bar was planted, a wooden post was driven beside it and marked with the numbers of the lots and concession, as described below.

The lot posts were marked in the usual manner, namely, with the numbers of the lots on the east and west sides and the numbers of the concessions on the north and south sides. The posts, however, between lots numbers one and two, three and four, five and six, etc., had the concession numbers marked only on the north side, as the said posts do not govern the lot lines in the concessions to the south of them.

I made a micrometric traverse of the Little Grassy River, but it is not navigable for steamboats, on account of the bar at its mouth, and has no appreciable current.

The 49th parallel I found very much grown up with small timber, and very few blazes visible. I reopened the two miles and a quarter forming the north boundary of McCrosson, but could not find any traces of posts or bearing trees.

The east boundary of the township of Spohn, having been reopened last year by me, required very little work done on it, a few brush to break and inter-sections to chain.

The season was one well adapted for surveying operations, but in this district, as elsewhere, the want of rain was very severely felt.

No frost occurred till well on in September. Game, such as duck, partridge, moose and caribou, is plentiful, and I am informed that fish abound in the Little Grassy River.

Accompanying I forward plan, field notes, etc.

I have the honor to be, Sir,

Your obedient servant,

H. B. PROUDFOOT,

Ontario Land Surveyor.

The Honorable A. S. HARDY,

Commissioner of Crown Lands,

Toronto.

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*(Appendix No. 20).*

## TOWNSHIP OF PRATT.

DISTRICT OF RAINY RIVER.

TORONTO, ONTARIO,

December 13th, 1893.

SIR,—I have the honor to submit the following report of the survey of the township of Pratt, in the district of Rainy River, made in accordance with instructions, dated the 14th day of June, 1893.

The township of Pratt is bounded on the north by the township of McCrosson, surveyed by me during the present summer, on the west by the township of Spohn, which was surveyed by me during the year 1892, on the south by the townships of Blue and Nelles, surveyed by the Dominion Government in 1876, and on the east by unsurveyed lands of the Crown.

The township of Pratt has been surveyed into lots of 320 acres each. The concession lines were run due east and west astronomically and the side lines due north and south astronomically. Posts were planted at the corners of the lots on the various concession lines, and marked with the numbers of the lots on the east and west sides, and the concession numbers on the north and south sides—the posts, however, between the lots numbers one and two, three and four, etc., etc., in the different concession lines were not marked with the concession numbers on the south side. Iron bars  $1\frac{1}{2}$  inches in diameter and 4 feet 6 inches in length were planted at the corners of the township and marked with the name of the township on the side facing it, and the number of the concession and lot on the other sides.

The south boundary of this township is one chain and fifty links north of the line surveyed, there having been a road allowance of that width laid out, when the first correction line south was surveyed. The lots posts were planted by me on the north limit of the road allowance, one chain and fifty links north of the line surveyed upon the ground. I was able to find a few of the posts on the surveyed line, but did not find any that were planted one chain and fifty links north thereof. The west boundary was surveyed by D. L. S. Reid some years ago, and opened up by me last year when surveying the township of Spohn; so that no work was necessary on that line this year.

Two branches of Little Grassy River take their rise in the big swamp in this township and flow in a northerly direction through the township of Pratt into the township of McCrosson.

This township is mostly swamp with the exception of a few lots in the north east corner, and will not be fit for settlement without extensive drainage works being first constructed.

The first four lots in the fifth and sixth concessions are of excellent quality. Lots numbers five to eleven in the sixth concession, and lots numbers five to eight in the fifth concession are also very fair lots. The high land in the south-easterly part of the township is rocky and sandy and not of much value for agriculture. The timber is mostly tamarac and spruce in the swamps. On the high lands poplar, tamarac, spruce, birch, balsam, balm of Gilead, and in the very wet swamp lands the timber is chiefly stunted tamarac and spruce.



The winter road to Rainy River passes through the north-east corner of the township.

White pine in small quantities is met with in some places, but not in sufficient quantities for a timber berth.

A small lake is crossed on the east boundary in the second concession and am informed by the Indians, that there are twelve more to the east and north thereof.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.) H. B. PROUDFOOT,

Ontario Land Surveyor.

The Honorable A. S. HARDY,

Commissioner of Crown Lands,

Toronto.

(Appendix No. 21).

## TOWNSHIP OF CAPREOL.

DISTRICT OF NIPISSING.

ESSEX, ONTARIO,

December 22nd, 1893.

SIR,—I have the honor to submit the following report of the survey of the township of Capreol, in the district of Nipissing, performed under instructions from your department, dated 27th day of June, 1893, together with field notes, plans and account of the same, transmitted herewith, all of which, I trust, will be found satisfactory.

From here I proceeded to the city of Windsor, thence by boat to Algoma Mills, and from thence by rail to Wahnapiatē Station on the Canadian Pacific Railway, from thence I proceeded by the colonization road through the township of Dryden and by the Holland and Emery Company's railway in the township of Garson near the north-east angle of the last named township, following along the east boundary of the township of Garson, from where this railway crosses it. I found the cedar post standing at its north-east angle marked on the north side, concession I. Maclellan, on east side, lot XII., and on south side, concession VI., Falconbridge, and from this post I retraced and rechaind the north boundary of the township of Garson as the front of my first concession, and from the same post I chained north along the west boundary of the township of Maclellan as the east boundary of my township, planting the posts for the depth of the concessions at regular intervals of eighty chains and from these posts I ran due west astronomically, planting the lot posts at intervals of forty chains until I reached my west boundary, which boundary I ran due north, astronomically, from a cedar post and balsam post, I found standing together at the north-west angle of the township of Garson, until I reached the front of the sixth concession, where I deflected  $3^{\circ} 30'$  to the west in order to strike the cedar post and iron tube planted by Ontario Land Surveyor D. Beatty last year, at the south-east angle of timber berth number sixty-six, from which post Mr. Rainboth had run the south boundary of the township of Norman, which was to form my north boundary.

The greater portion of the south half of the township is low and swampy, but when drained, will, in my opinion, make excellent farming land. The north half is undulating and rocky, more especially the north-eastern portion, where the rocky ridges attain the greatest elevation.

The soil in the low-lying portions of the township is a dark, sandy loam and gravel, and on the higher land a reddish sand and a fine quality of gravel.

The timber is chiefly pine, spruce, tamarac, cedar, birch, hard maple and balsam. A large amount of good, fairly large pine was seen throughout the township, in the swamps the spruce, tamarac and cedar is of a fair size and good and also the birch and hard maple found on the ridges. The balance of the timber is small and scrubby.

The township is well watered with lakes and creeks, in the former abound pike, perch, pickerel and black bass.

A number of moose, red deer, and mink were seen during the survey, and signs of bear, beaver and otter existing in the township are very prominent in many places.

The variation of the magnetic needle was found to be  $6^{\circ}$ ,  $45'$  west and very regular throughout the survey.

I have the honor to be, Sir,

Your obedient servant,

JAMES S. LAIRD,

Ontario Land Surveyor.

The Honorable A. S. HARDY,

Commissioner of Crown Lands,

Toronto.

(Appendix No. 22.)

## TOWNSHIP OF CRERAR.

### DISTRICT OF NIPISSING.

WOODSTOCK, ONTARIO,

November 29th, 1893.

SIR,—I have the honor to report as follows regarding the survey of the township of Crerar, in the district of Nipissing, under instructions from your Department, dated the 22nd day of July, 1893.

I left Sturgeon Falls on Friday, the 25th day of August, with a party of thirteen and proceeded to the work *via* the Sturgeon River.

The first camp in the township, at the mouth of the Tamagamingue River was reached on the evening of the 26th day of August.

On the 28th day of August, the survey was commenced at the south-east angle of the township, and carried on without intermission until Saturday, the 7th day of October, when the work was completed. I reached Sturgeon Falls again on the 9th day of October.

The lines were run with transit and solar compass—the rivers traversed with compass and micrometer. The variation of the magnetic needle ran from  $6^{\circ}$   $30'$  W in the eastern part of the township to  $7^{\circ}$   $30'$  W in the western part.

The township is very rocky and much broken by hills. It is well watered by a number of creeks with rocky beds and rapid fall. The land is in my opinion, not adapted for agriculture, but some exploration for minerals has taken place. The water is quite soft and usually of a reddish color; the streams contain very few fish.

Game is not plentiful, but some moose, deer and many partridges were seen.

The Sturgeon River which is a stream of considerable importance with a moderately swift current has only one rapid that necessitates a portage, the part of the river above the rapids is very deep.

The Tamagamingue River is a succession of chutes and shallow lakes and at the north-east corner of the township narrows rapidly. Lumbering operations have been carried on in the township for many years, and what timber remains with the exception of that on the tract of land between the Sturgeon River and the Tamagamingue River is of little value.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.) WILLIAM MAHLON DAVIS,

Ontario Land Surveyor

The Honorable A. S. HARDY,

Commissioner of Crown Lands,

Toronto.

(Appendix No. 23.)

## TOWNSHIP OF DAVIS.

### DISTRICT OF NIPISSING.

GLENCOE, ONTARIO,

December 28th, 1893.

SIR,—We beg to state that in accordance with your instructions, dated the 27th day of June, 1893, we have made a survey of the township of Davis, in the district of Nipissing and to report thereon as follows:—

We left Glencoe on Monday, the 24th day of July and proceeded by railway to Sturgeon Falls, where we got our party together and supplies for the work.

From Sturgeon Falls, we went by canoe up the Sturgeon River and entered the township by Murray Lake at noon, on Wednesday, the 2nd day of August, and immediately set to work retracing the east boundary, which had grown up considerably to underbrush since being first cut out. We might also say that in the first concession, the line had also been burnt over since first cut and many of the blazed trees destroyed. In fact none of the bearing trees at the south-east angle were to be found, although the corner post was standing marked as stated in my instructions. Beside it as at the other corners of the township we planted 3 feet of 1½ inch gas pipe marked with name, number of lot and concession, also number of adjoining townships on the proper sides.

We took an observation for meridian at the south side of Murray Lake on the night of the 2nd of August and at other places and times throughout the survey as shewn in the notes. From the south-east corner of the township, we worked west and north till the survey was completed.



The township throughout is very rough and rocky, particularly towards the south and north. The part being least so, is in concessions three and four, lots eight to fourteen.

The township is well watered. In the north-east part by Lakes Washkigamoy and Murray connected by a fall 25 to 30 links wide and 12 to 15 feet high—affording splendid water power for mill purposes.

At the north-west is Lake Kookagaming with an outlet through a chain of lakes in the township north into Lake Washkigamoy and at the south-west is lake Ashgaming with its outlet by a creek through concessions numbers one and two, thence to the Sturgeon river. This creek varies in width from twenty-five to thirty links to four or five chains and in depth from a few inches to eight or ten feet. It is generally sluggish, but must at times, carry a large amount of water.

The shores at places are rocky, at others marshy, a considerable part being covered with alders for a chain or two on either side. Besides these waters are numerous small creeks and beaver ponds.

The islands in the lakes, with only a few exceptions are only small barren rocks, containing less than one quarter of an acre each.

Nearly all of the township has been burned over in recent years. That part, however, in the north-east corner, except along the lake shore is green bush, as is also a part along the north boundary for some distance west of the lake.

Where burnt over, there is an undergrowth of birch, poplar and jack pine on the high land, and alder, cedar and spruce in the low land.

The green bush consists of mixed timber, being pine from fifteen to thirty inches, birch, whitewood, spruce and tamarac in places, but there is very little marketable timber.

As may readily be supposed where burnt over there is a good deal of exposed rock surface and the remainder for the greater part has very shallow, sandy soil. There are, however, several places of small extent where the soil is deeper and of a clayey nature.

The township is adapted chiefly for mining purposes as shown by the number of locations already taken up and surveyed.

Throughout the township there was more or less local attraction, or magnetic variation—not particularly great, but from 1 to 2 degrees in short distances.

The best way to open up the township will be by means of roads constructed from the railroad to the south.

In addition to this report, we have prepared a plan and timber map of the township together with field notes of the survey in full.

All of which is respectfully submitted.

We have the honor to be, Sir,

Your obedient servants,

(Sgd.) COAD & ROBERTSON,

Ontario Land Surveyors

The Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.



(Appendix No. 24.)

# TOWNSHIP OF GIBBONS.

DISTRICT OF NIPISSING.

ELORA, ONTARIO,

November, 1st, 1893.

SIR,—I have the honor to submit the following report of the survey of the township of Gibbons, in the District of Nipissing, performed under instructions from your Department, dated the 25th day of July, 1893.

I proceeded by railway to Sturgeon Falls, thence by canoes up the Sturgeon River to the scene of operations carrying out the survey according to instructions the details of which are shown on the accompanying plan and field notes.

I commenced the survey of the township at the south-east corner, retracing the boundary between this township and the township of Badgerow, westerly, planting posts at each forty chains for the lots on concession number one. I continued retracing this line to where it crosses the Sturgeon River, to which point I moved my camp. Any posts of the township of Badgerow, which I saw I noted and connected with my posts. At the end of each eighty chains, I ran north eighty chains the depth of concession one. From the side line between lots numbers two and three, I ran east to the township of Bastedo. Then I continued west planting posts at each forty chains except where I intersected the side lines running north. I planted the posts at the intersection of the lines owing to the position of the Sturgeon River, and the different lumber roads. I was able to continue this system without moving camp, until I had retraced the whole of the south boundary; had run the lines between concession one and two and concession two and three, and completed each side line to the front of concession four.

I made a micrometer survey of the Sturgeon River as soon as I had all lines run across it.

I then moved by road to the south-west corner of lot number four, concession number four, completing the concession lines easterly to the township of Bastedo, and west to McCarty Creek along which there is a fair road. I also ran the intervening side lines north to the next concession line. I then moved north repeating this method until I reached concession number six, where I completed the north-east corner of the township. I then moved by road to the south-west corner of lot number six, concession number six from where I was able owing to the road along McCarty Creek to extend the different side lines north to the north boundary. I also retraced and reblazed the north boundary east to the north-east angle of the township and west to the Tamagaming River. I then moved camp to where the concession line between concessions three and four crosses McCarty Creek from which point I completed all that portion south of the Tamagaming River, with a flying camp across the Tamagaming River. I retraced the north boundary westerly, continued the side lines north and completed the west boundary.

Sturgeon River runs through the south westerly part of this township, entering at the south-west corner of lot number twelve, concession number three and leaving at the south-west corner of lot number six in concession number one. This is a large, deep river generally with clay banks twelve to fifteen feet high. It is about three chains in width—but at this distance from the mouth numerous shallows with a strong current occur.

McCarty Creek runs from the north-east corner of the township, along and parallel with the north boundary about two miles, thence south westerly into the Sturgeon River, near the south-west corner of lot number eleven concession number three. This creek is about twenty-five links wide and has been improved for lumbering purposes.

The Tamagaming river also runs across the north-west portion of the township, entering in lot number nine, concession number six and leaving in the fifth concession.

This is a stream of beautiful clear water about two chains wide, from three to five feet deep, with a rapid current; in fact so strong is the current that myself and party came down a mile on a raft in twenty-eight minutes.

Nearly one-half the township has been burnt over. Of the remainder nearly all the pine has been taken off by lumbermen, spruce, balsam, birch, cedar and tamarac being the remaining timbers with an occasional maple on the higher lands and elm along the streams.

There is a considerable area of good agricultural land, especially along the streams, notably along the Sturgeon River, where it extends back a considerable distance. The whole of this land is easy of access; a fair waggon road running from the river to lot number five in concession number one, then northerly to lot number one in concession number six; another road also runs from this lot to lot number four, concession number five, with a branch to the mouth of McCarty Creek. Thence following McCarty Creek north-easterly nearly four miles.

Several settlers have already made considerable clearings and in most cases, have comfortable barns and houses. They had good crops of hay, oats and potatoes, the latter being remarkably good. I also saw small areas of wheat and peas and considering that they were not sown until nearly June, they were looking very well.

Garden stuff also does well, cabbage, beans and radishes were all of fine quality, while I never saw finer cucumbers than were growing here at the time of my arrival about the 20th day of August.

No traces of any minerals of economic value were seen, I enclose statement of squatters found in the township.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.) J. K. McLEAN,

The Honorable A. S. HARDY,

Ontario Land Surveyor.

Commissioner of Crown Lands,

Toronto.

*(Appendix No. 25.)*

## TOWNSHIP OF LOUGHRIN.

DISTRICT OF NIPISSING.

TORONTO, ONTARIO,  
October 26th, 1893.

SIR,—I have the honor to submit the following report on the township of Loughrin, in the District of Nipissing, surveyed by me during the present season, under your instructions, bearing date the 27th day of June, 1893.

Leaving the Canadian Pacific Railway at Warren station, I proceeded north-westerly through the township of Ratter by way of the Imperial Lumber Company's Timber railway, and by trail to the north-east angle of the township of Hagar.

Owing to the action of bush fires, considerable difficulty was experienced in locating this corner, and having found the balsam post planted by Ontario Land Surveyor Purvis partially destroyed by fire, I replaced it by a cedar post 8 inches square, planting on its west side an iron bar. My instructions being that this angle should form the south-east angle of the township of Loughrin, I commenced the survey at this point.

I retraced and reblazed the south boundary, opening out the line and planting posts at every half mile according to instructions. The east boundary I also opened out and reblazed, planting posts at every mile to mark the fronts of the several concessions. From the points thus established I ran north and west respectively, sub-dividing the township into lots of about three hundred and twenty acres each.

I planted iron bars with the name of the township marked thereon at all the angles of the township, with the exception of the north-west angle, where I found one had already been placed.

The township of Loughrin is drained by the north-east and north-west branches of La Veuve river and watered by numerous springs, but contains no large lakes. As will be seen from the field notes, this township is generally rough, broken and rocky, and cannot, as a whole, be considered good for agricultural purposes. Some tracts of good clay land occur along the flats adjoining La Veuve river.

Brulé dating back about twenty years covers the entire township, and there is consequently no large timber of value.

The second growth timber is dense, and consists of jack pine, poplar, spruce, birch and tamarac, amongst which, in some places, numerous dead white pine trees are found.

Indications of valuable minerals were met with in the north-east and south-west parts of the township. These were iron, copper and mica—the former causing considerable magnetic disturbance.

The prevailing rocks are granite and gneiss.

Game was abundant, and included moose, bear, beaver and partridge.

Abundance of blueberries, raspberries and other small fruits were found.

Accompanying this report is a general plan, a timber plan, and field-notes of the survey.

I have the honor to be, Sir,  
Your obedient servant,

To the Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

(Sgd.) T. B. SPEIGHT,  
Ontario Land Surveyor.



(Appendix No. 26.)

TOWNSHIP OF NORMAN.

DISTRICT OF NIPISSING.

OTTAWA, ONTARIO,

December 11th, 1893.

SIR.—I have the honor to submit the following report of the survey of the township of Norman, in the district of Nipissing, in conformity with instructions from your Department dated June 27th, 1893.

I proceeded from Wahnapiatae station on the Canadian Pacific Railway in canoes up the Wahnapiatae river to Lake Wahnapiatae and across the same to its most westerly bay which lies in the township surveyed by me.

Having reached the south-west corner of the township of Norman, which corner was located by O. L. S. Beatty. I ran the south boundary on the bearing east astronomically, to its intersection with the west boundary of the township of MacLennan.

I ran the side lines north astronomically, and the concession lines I ran east and west astronomically as I proceeded, as shown on accompanying plan and field notes which contain all the details of the survey.

The variation of the magnetic needle I ascertained to be six degrees and thirty minutes west.

The surface of the township is rough, broken, and rocky, and not very suitable for agricultural purposes, many mining locations, however, have been surveyed, and there is a number of mining locations in this township partly developed. The ore in question is said to be a gold-bearing quartz.

The rock formation is chiefly Laurentian with occurrences of greenstone.

The northern part of the township from the fourth concession northward is well timbered with white and red pine of medium size which could be taken down the stream known as Post creek, to Wahnapiatae Lake.

The southern part is covered with a scrubby growth of spruce, balsam, pitch pine and birch, and some scattered white and red pine of medium size.

The burnt area in this township is comparatively small, a portion being in and about the mining locations, and the remainder towards the north-west corner. In concessions five and six, from about lot nine westerly to township boundary the land is only partly burnt.

The lakes are numerous and large, especially in the south-east part, some of which are well stocked with trout as well as the common varieties of fish.

Game is fairly abundant, the moose particularly so. There are a few red deer as well as bear, beaver in some of the small lakes, towards the western part of the township, and other small fur-bearing animals. Partridge are also numerous.

This township being contiguous to the Indian reserve No. XI, upon which only two families live, accounts for the preservation of the beaver, as it is a well-known fact that Indians preserve their hunting grounds, when not encroached upon by white hunters, never entirely exterminating the species, but leaving sufficient for reproduction.

I have the honor to be, Sir,

Your obedient servant,

The Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

(Sgd.) ED. J. RAINBOTH,  
Ontario Land Surveyor.



(Appendix No. 27.)

## TOWNSHIP OF STRATTON.

### DISTRICT OF NIPISSING.

PETERBOROUGH, ONT., December 29th, 1893.

SIR,—I have the honor to submit herewith the plan and field notes of the survey of the township of Stratton, in the District of Nipissing, performed under your instructions of date the 15th day of June, 1893.

The township lies north of the township of Master, east of parts of the townships of Guthrie and Barron, south of township of Bronson, and west of parts of the old townships of McKay and Wylie.

The lots number from east to west and the concessions from south to north, thus placing the initial point at the south-east angle of the township.

After due preparation, and having taken the necessary astronomical observations for azimuth and getting the magnetic variation, I commenced the survey at this point. I first ran out, as nearly as practicable, the east half of the township from south to north, and then the west half, in the same way.

The chief features of the township are the two main branches of the Petewawa river, known as the "North" and "South" branches.

The north branch flows in a south-easterly direction, from lot number fifteen, concession number fifteen, on the north boundary, to lot number one, concession number eight, east boundary. The south branch, in a tortuous course, flows in a more easterly direction through the south half of the township, from the west boundary to lot number four in concession number one, south boundary.

Along the course of this branch there is a chain of lakes which vary considerably in outline and extent. They are connected by long, narrow streams and rapids upon which are several dams and chutes for the passage of logs.

At many points the narrows are formed by clefts in the rock (gneiss), perpendicular in places to a height of 100 feet or more, the stream not exceeding 50 feet in width.

In freshet or flood times the water rushes through them with great force.

The north branch, which carries the larger body of water, is within the township, more direct and uniform in its course, presenting long, unbroken navigable stretches, varying from ten to twenty chains wide.

The north easterly shore is rock-bound and prominent, rising in places, more or less abruptly from the water's edge, to a high elevation, but at intervals it recedes a short distance before attaining the same general level.

Much of this part has been burnt over and denuded of its timber, so that a comparatively bald and barren landscape has taken the place of what must at one time have been beautiful natural scenery.

The westerly, or southerly, shore of this branch is for the greater length low and swampy, and is covered with a fair growth of mixed woods, the soil being of a sandy loam, resting generally on stiff clay bottom, but occasionally on coarse sand, gravel and stone.

Between these two main branches of the Petawawa river there are two lesser streams, Forbes and Lone Creeks. They flow diagonally, and nearly parallel from north-west to south-east through the township, dividing the country traversed into three belts of nearly equal average width and areas.

There are no open lakes or water stretches upon them, their supply coming from the adjacent swamps, marshes and ponds through which they flow.

Forbes' Creek joins the south branch in lot number twenty-one, in concession number four, and Lone Creek, the north branch, outside the township a short distance east.

The two branches of the main river unite about nine miles east of the township of Stratton, and thence flow nearly due east about seven miles into the Ottawa river.

It can be said that nearly all this district has been extensively lumbered over during many years, yet there remains a considerable amount of average and smaller pine trees, scattered over the country, suitable for commercial use, besides an almost inexhaustible quantity of other marketable woods—basswood, maple, spruce, tamarac, etc., etc. Taking the township as a whole, it is not suitable for farming purposes.

Excepting in the low flat lands and swamps, where the soil, a sandy loam, is usually of some depth and fertility, though necessarily requiring drainage, the land is light and stony, and the arable patches met with too few and far between to make anything like compact, productive farms, or prosperous settlement.

There are large areas of *brulé* and burnt land, frequently covered with a dense growth of young poplar, white birch, willow, cherry, balsam, etc., causing progress through them very slow and often difficult.

The Pembroke Lumber Company have a central depot on lots numbers twenty-seven and twenty-eight, in concession number seven, and about ten acres cleared. There are two lumber camps in operation this winter taking out pine saw logs.

There is no permanent settler in the township.

As might be inferred from the foregoing, the timber remaining is scattered and very mixed, rendering it impossible almost to classify or to locate on a plan, the various kinds and qualities.

The lakes and rivers are all plentifully stocked with fish—maskinonge, pike, pickerel, trout, bass, etc., etc.

Thanks to the protection secured by the Game Laws, fur-bearing animals, deer, moose, etc., are rapidly increasing in numbers.

Of the total area of the township, probably twenty per cent. will be found fairly adapted for cultivation, while undoubtedly a large portion is capable of being converted into grazing and pasture lands.

Hoping the returns, etc., will be found satisfactory to the Department,

I have the honor to be, Sir,

Your obedient servant,

(Sgd.)

J. W. FITZGERALD,

Ontario Land Surveyor.

The Honorable A. S. HARDY,

Commissioner of Crown Lands,

Toronto.

(Appendix No. 28.)

# TOWNSHIP OF TENNYSON.

DISTRICT OF ALGOMA,

LISTOWEL, ONTARIO,

November 22nd, 1893.

SIR,—I have the honor to submit the following report of the survey of the township of Tennyson, in the district of Algoma, as surveyed by me, according to your instructions, dated the 25th day of July, A.D. 1893.

Leaving Listowel on the 10th day of August last, I proceeded by railway to Wiarton, thence by boat to the village of Massey, in the township of Salter, which lies south of the township of Tennyson, where I completed my outfit, and then by wagon into the township, a distance of about fifteen miles.

I commenced the survey at the south-west angle of the township of Gough, surveyed by me last season, by planting an iron post alongside of the cedar one in the stone mound marking said angle, this being the south-east angle of this township. I marked the iron post with the names of the contiguous townships. I then retraced and reblazed the north boundary of the township of Salter, making it the front of my first concession, planting posts at regular distances of forty chains each until I reached the line run by Ontario Land Surveyor W. Beatty, forming the west boundary of my township, leaving lot number twelve in the first concession, thirty-four chains, thirty-one links. There was no post marking the south-west angle of the township. The fire that has passed over this part of the township a number of years ago had destroyed all trace of it. I closely traced both boundaries, finding their intersection, and planted an iron post, marked "Salter" on south-east side, and "Tennyson" on north-east side. The north boundary of the township of Salter has been burnt over a number of years ago, destroying all traces of the old posts, with the exception of that marking the north-west angle of section number one, it being in the green timber. I found sufficient evidence, such as old stumps from the trees that had been cut down when the line was new, pine and cedar stubs bearing blaze marks, to retrace the old line very closely.

I made my concessions eighty chains in depth, leaving the overplus in the sixth concession. I ran my concessions east and west astronomically, and my side lines north and south astronomically. At the north-east angle of the township I found the cedar stake in the stone mound and planted an iron stake alongside of it marked "Gough" on south-east side and "Tennyson" on south-west side. I retraced and reblazed the north boundary, finding at the north-west angle of the township a cedar post marked XIV. M. apparently on the east side. The post had been bent over by a falling tree and might have been turned thereby. I marked the cedar post with XII. on the east side and C. VI. on the south side, and planted an iron post on the south side of it marked "Tennyson," as directed in your instructions; due west of this post, at the distance of three chains and fifty links, I found another cedar post marked CXXX. on west side and CXXIII. on east side, being the numbers of the timber berths, the marks however were not very distinct. From this post there was a line run northward and another westward. I retraced and reblazed the west boundary; that portion in the first concession was principally through brule, and difficult to find, especially as the bearing was different to the other portion. The east boundary I had retraced and reblazed last year, while making the survey of the township of Gough.



The soil throughout the township is generally clay loam, in some places it rather inclines to sandy loam, and along the banks of Cameron Creek in many places it is sandy, but not to any great extent, and in a few places along the Sable river as well; in some places it is rather stony for agricultural purposes, even where the soil is good clay loam; but a great portion of the township will be very fair for that purpose. There are some rock ridges running through the township, but not near so many as in the township of Gough, lying to the east.

There are no lakes within the boundaries of the township worth mentioning, but there are numerous small streams of good water. The Sable river enters the township on the north boundary on lot number five in the sixth concession, and takes a very winding course through the township, leaving it on lot number eight in the first concession. There are numerous falls and rapids on it affording any amount of power. Cameron Falls situate on lot number eight, concession number one, has a descent of about fifty feet.

Cameron creek, a stream of an average width of about sixty links, enters the township on the west boundary on lot number twelve in the fourth concession, running easterly through lots numbers twelve, eleven, ten and nine in concession four; thence southerly through concessions three and two into the Sable river. The water in this stream is very dark colored and not at all pleasant to the taste.

The township has been very valuable as a timber limit, but the greater portion of the pine has been cut. The township is very heavily timbered, with the exception of that portion burned over, and shown on the timber map. Pine, tamarac, spruce, balsam and cedar are the chief timbers, with maple, birch, poplar and hemlock scattered through them. These timbers grow promiscuously and it would be unnecessary to furnish a timber map, excepting to show the burnt portions of the township.

There is a fair (bush) wagon road leading from the village of Massey on the Canadian Pacific Railway, up through the township, farther north to the lumber camps, and some other wagon roads through portions of the township, built by the lumbermen, which may in time be of service to settlers in the township. The location of these roads I have shown by dotted lines on the plan.

The chief rocks met with are of Huronian formation. No minerals of any economic value were met with during the survey.

Magnetic influences were found in a few places. One worthy of note was on the line between lots numbers six and seven in concession number six, at the sixty-five chain point.

Several observations were taken for azimuth, the average variation being  $4^{\circ} 40'$  west.

There are no settlers in the township excepting one person by the name of Bishop, who is keeping a stopping place for teamsters and men going to and from the lumber camps. His place is situate on lot number ten, concession number two. He made enquiries as to when the township would be opened for settlement, and signified his intention of taking a portion of land in the township.

Accompanying this report I beg to submit the plan, field notes and accounts.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.) LEWIS BOLTON,

The Honorable A. S. HARDY

Commissioner of Crown Lands,  
Toronto.

Ontario Land Surveyor.



(Appendix No. 29.)

## TOWNSHIP OUTLINES.

DISTRICT OF ALGOMA.

COLLINGWOOD, ONTARIO,

December 28th, 1893.

SIR,—I have the honor to submit the following report on the survey of township outlines along the line of the Canadian Pacific Railway in the district of Algoma during the past summer, under instructions from your Department dated the 25th day of July, 1893.

This work is a continuation of that begun by myself in 1891, and continued in 1892 by Ontario Land Surveyor John McAree, and consists in a traverse along the railway track as a basis from which to locate the boundaries of the townships adjacent thereto. In addition to the traverse and location of these township boundaries, portions of the latter were run to their nearest corners.

I commenced my survey this year at the intersection of the north boundary of township number thirty-seven with the centre of the railway track, being as nearly as possible identical with Mr. McAree's station 344.

Having this and the bearings and lengths of his two intermediate courses between this point and his station 345 in the railway track in front of the platform at Windermere station, I reproduced these courses and found the iron bolt planted by Mr. McAree at his station 345. This latter I made my station "O," and continued the work westerly to station 701, where I intersected the base line run in 1886 by Ontario Land Surveyor F. F. Miller. This line was run east from the front of the seventh concession of the township of Pic, and at station 701 is 15.048 chains east of Mr. Miller's thirty-first mile post, the distance due east from the east boundary of the township of Pic to my last station would be 31 miles and 15.048 chains.

I would judge that my work terminated about two miles easterly along the track from Bremner station. I drove down an iron plug marked E. S. at station 701, and planted wooden posts with iron gas pipe alongside on each side of the railway right of way on the aforesaid base line. These were marked R. on the side next the railway, and "Base Line" on the sides opposite thereto.

Posts made of iron gas pipe 1 5-16 inches in diameter, plugged and pointed, were planted alongside of wooden posts at all township corners to which I ran, as well as at the intersections of the township boundaries with the limits of the railway right of way. Both the iron and wooden posts were marked with the numbers of the townships on their respective sides, the former with a cold chisel, and in most cases stones were piled around the posts and bearing trees taken wherever obtainable.

In four cases the township corners to which I was running fell in lakes and the posts were planted on the shores but marked in the same manner as if they were in their proper positions. The distances to these posts are shown both in the notes and on the plan furnished herewith. In addition to the posts above mentioned, flatted mile posts were planted on the portion of township boundaries run. They are numbered from the south and east angles of their respective townships.

At White River station I had no difficulty in connecting with Ontario Land Surveyor Duchesnay's survey of the Canadian Pacific Railway property at that place. Numerous astronomical observations were taken during the progress of the work and the bearings checked and corrected.

I had the latitudes and departures worked out by two members of my staff, one using the natural and the other logarithmic sines and cosines. They also checked each other in their additions and other work. This I considered necessary in order to guard against mistakes, and in going over the work in the office since I am glad to say that no errors were found.

The plan furnished herewith is on two sheets. Owing to the course of the railway it would have been unwieldy to have made it on one sheet of paper.

The physical character of the country embraced in this survey is similar to that of the greater part of the district lying north of Lake Superior—a succession of rocky hills with innumerable lakes in the valleys between. In some parts very fair soil was met with, and near the close of the work its general character showed a decided improvement over what we had passed through further east. We used potatoes grown at Grasett station, which were of first-class quality, and at White River vegetables were grown with considerable success. Many fine lakes were met with, the most noticeable being Birch and Dog Lake—the former a lovely sheet of water of from a mile to a mile and a half in width with a length of about four miles along the railway, surrounded by green woods, principally birch, and dotted with islands similarly wooded. It presents a pleasant relief to the eye after so many miles of rugged and mountainous country. Dog Lake is important as being on the highway between Moose Factory on James Bay and the mouth of Michipicoton River on Lake Superior.

During our stay at Missanabie station a fleet of canoes arrived from Moose Factory. They made the trip in about two weeks, but the trip down can be made in eight or ten days. The waters of Dog Lake flow into Lake Superior through the Michipicoton River, while Birch Lake finds its way into the same great basin through White River. Both lakes abound with white fish, trout and pickerel, while the small streams in the vicinity contain brook trout of the finest quality.

The timber is that common to the whole of this district, viz: Spruce, white birch, tamarac, poplar, balsam, cedar, pitch pine and occasionally Norway and white pine. The only extent of the last two varieties met with was in townships numbers forty-six and forty-seven, where there appears to be a considerable extent of both red and white pine. I understood from a party who had explored that part of the country that the quality and quantity of the timber improved very much as he went north, and that for twenty miles in that direction considerable pine of both varieties was met with.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.)

E. STEWART,

Ontario Land Surveyor.

The Hon. A. S. HARDY,

Commissioner of Crown Lands, Toronto.

*(Appendix No. 30.)*

## TOWNSHIP OF BOOTH.

## DISTRICT OF THUNDER BAY.

BROCKVILLE, ONTARIO,  
February 13th, 1893.

SIR,—I have the honor to submit the following report of the survey of the township of Booth in the district of Thunder Bay, surveyed in accordance with instructions from your department bearing date the 27th day of June, 1892.

This township lies along the Nepigon River and is in extent seven miles north and south, and from six and a quarter to seven and a quarter miles east and west.

Mining location 1P and 7P with lakes Polly and Helen form its east boundary, while the township of Nepigon, surveyed in 1873 by P.L.S., A. B. Scott, forms three miles of its south boundary. The remaining outlines adjoin unsurveyed territory, with the exception of a mining location, 47T, on the north boundary and on the Nepigon river.

Within the township there is an Indian reserve and a number of mining locations.

The survey was commenced at the intersection of the north boundary of the township of Nepigon with the west shore of Lake Helen, by opening out and reblazing three miles and ten chains of that line to the north-west angle of the portion of that township already surveyed. Having then taken an observation for azimuth, this line was carried four miles further west to the south-west angle of the township of Booth.

The line between concessions numbers five and six was made the base for the interior work of sub-dividing the township along with side lines six and seven and twelve and thirteen in the several concessions.

Generally speaking, the township lies upon an elevated plateau which has numerous outcroppings of columnar basaltic hills of from two hundred to three hundred feet in height. Granite rock outcrops in a great many places also, especially between the Nepigon River and Lake Helen. There are large areas of excellent clay and sandy loam soil throughout the township, and at least sixty per cent. of its whole area is fit for agricultural pursuits.

The face of three-fifths of the township is covered with small mixed scrubby timber with larch and poplar prevailing. There is a skirting of green bush along the southern and western boundaries consisting of spruce, tamarac, balsam, birch and poplar with some sections of very fine spruce timber. Only an occasional white pine was noticed.

Caribou abound in the woods in large numbers.

The average magnetic declination was  $2^{\circ}$  to the east and was very constant.

There are no large lakes wholly within the tract surveyed. Lake Helen on the east has a length of seven miles with an average width of three-fourths of a mile. It is connected at the north with Lake Polly by a narrow crooked channel. The Nepigon River flows into Lake Helen on its west side three and one-half miles north of the Canadian Pacific Railway bridge. There is a lake of four and a half miles to two miles in length near the north-west angle of the township of Booth, two of its bays being crossed by the north boundary of concession number seven. It is studded with numerous small and beautiful islands, and lies upon a winter portage route from Nepigon station to Lake Nepigon.



The Nepigon River enters the township at the north boundary of concession number four, and flows in a generally south-easterly course, emptying into Lake Helen. It has an average width of from five to seven chains, and is deep and rapid. Its waters are clear and sparkling and abound with the finest of speckled trout. The river has become a noted summer resort, and large numbers of tourists visit it annually during the fishing season.

The projected and partially constructed Government road from Nepigon station to Lake Nepigon enters the township on lot number one on concession number two, and extends about one and one-half miles northerly into the township. As far as it goes the road is well constructed and little difficulty should be experienced in pushing it ahead as far as camp Alexander near the north boundary of the township of Booth.

No economic minerals were met with other than a few specimens of iron ore on mining location 124E.

Fur-bearing animals were quite numerous and are of the species usually met with in that country.

The only persons residing within the township are Indians and half-breeds. Some of the latter have taken up locations, cleared lands, and erected good substantial buildings thereon.

Their locations are shown upon the plan and accompanying form for squatters' claims.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.), B. J. SAUNDERS,  
Ontario Land Surveyor.

The Hon. A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

*(Appendix No. 31.)*

TOWNSHIP OF PURDOM.

DISTRICT OF THUNDER BAY.

BROCKVILLE, ONTARIO,

December 26th, 1893.

SIR,—I have the honor to submit the following report on the survey of the township of Purdom, in the district of Thunder Bay, surveyed by me under instructions from your Department dated the 27th day of June, 1893.

This township is situated on the Nepigon River and its widenings, under the names of Upper and Lower Lakes Jessie, and lies immediately to the north of the township of Booth. The lands adjoining the north, east and west boundaries are unsurveyed, with the exception of a small portion of the east boundary adjoining Mining Location 1P.

The survey was commenced at the north-east angle of the township of Booth, on the 30th day of August last, by retracing the west boundary of Mining Location 1P to its north-west angle, where an observation was taken. The remainder of the east boundary was then produced north astronomically—a total distance of seven miles as the front of the first concession.



This line, with the lines between the second and third concessions, the fifth and sixth concessions, and the side lines between lots six and seven and lots twelve and thirteen, were made bases of the survey.

Iron tubes marked with the name of the township and the number of the concession and lot were planted at the four angles of the township, in addition to the regular posts, and all posts where stones were available have stone mounds placed about them to permanently fix their location.

The physical features of the township of Purdom are very rugged, especially so in the north-eastern part, where a large mass of trap rock rises to a height of from 500 to 700 feet above the level of the Nepigon River. This mountain extends to the north, and can plainly be seen from the Canadian Pacific Railway bridge near Nepigon Station.

Generally speaking, the rock formation is Laurentian and Huronian.

The available land for agricultural purposes is less than in the township of Booth. To the east of the southern portion of the township of Purdom, I was informed, there is a large tract of excellent clay land.

The surface of a large portion of the area surveyed is *brulé*. Still, there are some small sections of very good spruce, tamarac and cedar. Only an occasional white pine was seen.

The Nepigon River flows through the township, entering at the north boundary on lot number fourteen, in concession number four, and flowing southerly into Upper Lake Jessie, which is about two and one quarter miles long, then contracting at the narrows on lots numbered ten and eleven, in the same concession, where it is deep and rapid for half a mile, widening again into Lower Lake Jessie, which is three and one-half miles long, with a maximum width of one mile, then contracting again into a rapid, foaming river on lot number three, concession number four, at the head of the "Long Portage," from which point to Camp Alexander, in the township of Booth, a distance of two miles, it has a fall of about 140 feet.

The waters of the Nepigon River are clear and pure, and abound with a species of large speckled trout.

At the south-west corner of the township there is a beautiful sheet of water called Bass Lake. Its surface is dotted with a large number of islands, about 50 in number. At the north-west corner, parts of two large lakes lie within the township of Purdom, the largest extending from one and one-half to two miles beyond the north boundary. Their waters flow into Fraser Creek, which empties into the Nepigon River a short distance above Camp Alexander.

No economic minerals were met with, but there are four mining locations in the township. Iron is said to be found in Mining Locations 122E and 123E.

The average magnetic declination was  $1^{\circ} 45'$  east of astronomic north.

A winter road from the head of Lake Polly to Lake Nepigon enters concession number one on lot number four, and leaves it again on lot number seven. It was constructed by the Hudson Bay Company, who send in large supplies to their posts on Lake Nepigon.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.) B. J. SAUNDERS,

Ontario Land Surveyor.

The Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

*(Appendix No. 32.)*

## BASE AND MERIDIAN LINES.

## DISTRICT OF RAINY RIVER.

## HALIBURTON, ONTARIO,

November 18th, 1893.

SIR,—I have the honor to submit the following report on the survey of meridian and base lines in the Rainy River district, surveyed under instructions from your Department dated June 15th, 1893.

The survey was made during the months of July, August, September and October.

I reached the work *via* Rat Portage and Fort Francis, and commenced at an iron post planted by myself in 1891, at the end of my north "Sixty Mile Base Line," and 6 miles north of the base line which I produced across Rainy Lake last year, and ran north astronomically 54 miles, to a point about a mile north of the Canadian Pacific Railway, and about 4 miles west of Taché Station.

Returning to my 54 mile post (48 miles on this year's work), I ran west astronomically 18 miles, or to a short distance west of the canoe route from Wabigoon to Rainy Lake.

Again returning to said 54 mile post (*via* Wabigoon Lake and the Canadian Pacific Railway), and thence south on 5th meridian line, I ran east astronomically 30 miles, crossing the Canadian Pacific Railway on the 8th mile, and running 1 mile north from the 6 mile post to tie in the said railway line.

From the end of the 30 mile line I then ran south 9 miles, terminating the survey at the Canadian Pacific Railway.

Mining locations D 40, 41, 42, 43, west of Taché Station; E 88, 91, 92, 93, 99, 107, 166, 170, east of Taché Station; and farm locations 15 E, 16 E, 87 E and 54 V, near Ignace Station, were connected with the survey. The details of the work will be found in the field notes.

Wooden posts were planted at every mile, and iron posts 3 feet long, of 1 $\frac{1}{4}$  inch gas pipe, pointed and closed at the top, and painted red, were planted alongside of the wooden posts at every three miles. The number of miles was marked on wooden posts with a scribe, and on the iron posts with a cold chisel. Stone mounds were built around all posts wherever practicable, and bearing trees taken.

The posts on the 5th meridian line are marked on the south side, and numbered from VI. miles (the point of commencement) to LX. miles. Those on base line (west) were marked on east side, from I. to XVIII. Those on base line (east) were marked on west side, from I. to XXX.; and those on meridian line (south) on the north side, I. to IX.

Astronomical observations were taken when necessary, the details of which will be found among the field notes.

The magnetic declination of the needle averaged 7° 30' east.

When the end of a mile came in a lake or river, the post was planted on the line on the nearest land, and distance noted in field notes and marked on the wooden post. In such cases the iron post was marked with the nearest mile and a plus or minus sign, as the case might be.

By reference to the plan, it will be seen that the survey lines passed through considerable water, some of the lakes being of large area.

Large tracts of the country have been burnt at various times, as indicated on plan (now called *brulé*), but timber of fair size, in tracts of considerable area, is often met with.

There is not much pine timber along the lines of survey beyond that which has already been surveyed into limits.

The swamps and flat land generally contain spruce, tamarac and sometimes cedar.

Pitch or banksian pine of fair size, fit for railway ties, was sometimes met with.

The *brulé* is generally covered with young poplar, white birch, pitch pine, spruce, cherry, etc., and is often almost impenetrable.

The character of the country is rolling, and in many places broken by rocky hills of considerable height.

The geological formations prevailing are the Laurentian and Huronian.

Going north on 5th meridian line, we leave the granite and enter the Huronian on the 37th mile, again entering granite on the 48th mile, which continues to the beginning of the 57th mile. From this to the end of the 60 mile line, and along the Canadian Pacific Railway line, east and west for a long distance, the formation is the Huronian.

Going west from the 54 mile post, the Huronian extends from the 3rd mile to the termination of the line at 18 miles. The country along this line is in many places mountainous, the hills being all rock, while excellent clay land is found in the flats, and perfectly free from stone.

Going east from the 54 mile post, we enter the Huronian at the end of the 7th mile, and this formation then prevails to the end of the 11th mile, where we get into a flat and swampy tract of country, drained by the Little Wabigoon River.

The water within the limits of the survey is tributary (by different routes) to Hudson's Bay, *via* Lake Winnipeg.

The soil throughout the survey generally is a sandy loam, and excepting the west base line, is not of much consequence from an agricultural standpoint. Along the west base line, and north to the Canadian Pacific Railway, and around Wabigoon Lake, there seems to be a large area of good clay land. I also noticed along the Big Turtle River, between Martin River and Little Turtle Lake, that the soil was of excellent quality, and seemed to extend a long distance back on both sides of the river.

I found no minerals, but numerous mining locations have been taken up at various places, those adjacent to my survey lines being connected therewith.

The lakes are generally full of fish of the usual kinds—pike, pickerel, etc. A few moose and caribou were seen. Partridges were numerous, and prairie chickens were seen in the vicinity of the Canadian Pacific Railway.

My party consisted of thirteen all told. The summer was favorable for the work, the weather being all that could be desired until the 20th day of September, when we had rain and stormy weather until the 7th day of October.

Herewith are plan and field notes of survey, and account.

I have the honor to be, Sir,

Your obedient servant,

(Sd.) A. NIVEN,  
Ontario Land Surveyor.

The Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.



(Appendix No. 33.)

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# REPORT

OF

## THE SUPERINTENDENT

OF

# COLONIZATION ROADS.

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To the Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Ontario.

SIR,—I have the honor to submit my report of the work done during the year 1893, under the supervision of the Colonization Roads branch of your Department.

The number of miles of new road opened during the season was one hundred and fifty-four and a half; and of roads repaired or otherwise improved, four hundred and eighty-nine. There were also some thirty-three new bridges built, representing a total length of four thousand seven hundred and twenty-nine feet; besides the repair of some very large bridges which extraordinary spring freshets had very materially injured, and many of smaller proportions; all aggregating an amount of work which I venture to think ought to be regarded as highly satisfactory for the sum voted by the House and spent by this Department. The various works were as follows, and the summary at the end of which gives the amount paid on account of each undertaking:

### NORTH DIVISION.

#### ALGOMA MILLS BRIDGE.

A bridge over a small stream running through Algoma Mills village and separating one portion from the other. The new structure, which replaces one previously built, and which freshets had entirely carried away, is eighty-nine feet long, having one opening of forty-seven feet, and two of twenty-one feet each, all resting upon bents bolted to the rock to guard against future danger.

#### ANSONIA BRIDGE.

A substantial structure about one-hundred feet long built over Thessalon river on the Lefroy road.

It consists of a fifty-feet clear span and two others of twenty-two feet each with a sub-structure of piles thoroughly driven, and covering of three inch plank,



### BARWICK AND DOBIE ROAD.

A road in the Rainy River District, and being an extension from the town line between Barwick and Roseberry into Dobie, a mile and a half.

### BASSWOOD LAKE ROAD.

In order to avoid a very large hill more than one mile of heavy side cutting was made from lot number one in the sixth concession of Day township southward.

Some three miles of brushing and repairs were made upon the Mississaga road in addition.

### BATCHAWANING ROAD.

Repairs were made over what is called "The Mountain," amounting to two and three-quarter miles of very substantial work over a very rough section.

Upon another section of the road one mile in length stones were picked up and other improvements made.

### BRIDGE REPAIRS, WEST ALGOMA.

Kaministiquia bridge was seriously damaged during the extraordinary spring freshet, which carried away the railway bridge above it, and its repair, including the raising of the entire structure about four feet, cost a little more than \$1,500.

Point De Meuron bridge, which was demolished during the same freshet, cost \$738.65 in saving a large amount of the timber and iron and efforts to save the bridge. A considerable quantity of the timber secured was used in raising and repairing the first named bridge and in renewing a bridge over Strawberry creek, on the old main road north of Port Arthur, and done at a cost of \$69.93.

### CHELMSFORD ROAD.

Almost half a mile opened on the line between concessions three and four of Balfour, from near the centre of lot number two westward and northward. A bridge was also built over Chelmsford creek, with a span of twenty-six feet, and was the cause of the chief expenditure.

### COFFIN ROAD.

Three and a half miles of substantial repairs made from lots one and two Plummer northward, and the balance of the road to Ophir mines more or less improved, making the whole road, the inspector says, very passable.

On the boundary between Coffin and Galbraith on the third concession, a bridge one hundred and twenty-eight feet long, was built over a ravine, some of the bents of which were twenty-three feet high.

### COYNE AND KIRKWOOD ROAD.

Beginning at the line between lots ten and eleven of concession five, Kirkwood, this road has been opened west two miles and a half to connect with Coyne road.

The work is said to be of a very substantial character.

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### CROZIER AND LASH ROAD.

A new work in the Rainy River District, and being the opening and grading of two miles and three-quarters from the southeast corner of section ten of Crozier to the southeast angle of section eight, together with a mile and a quarter of tap drains which were required for proper drainage.

### DAY MILLS AND DAYTON ROAD.

A considerable amount of work was done on this road for the sum spent, in raising and largely renewing three bridges aggregating a length of one hundred and sixty-four feet, and repairing something like a mile of the road.

### GASSE'S CREEK BRIDGE.

The renewal of a bridge on the Kirkwood and Lefroy road, in the township of Kirkwood.

It was originally two hundred and ten feet long, but is now reduced to one hundred and sixty feet. The main span is sixty-five feet, the substructure being of piles well driven. With some voluntary labor from settlers the work was done at a comparatively cheap rate.

### GRAND PORTAGE ROAD.

A continuation of repairs commenced last year extending northeasterly. Only a mile and a quarter was wrought over, but the inspector reports the work as of the most substantial character over one of the worst pieces of road in that district, but now perhaps one of the best portions.

### HAUGHTON ROAD.

Three miles and three-quarters of this road opened from the line between lots nine and ten in the third concession of Haughton east half a mile, and thence north two and a quarter miles, which were chopped, grubbed and graded; the work being reported as very well done.

### HONORA BAY ROAD.

This is the continuation of a road on Manitoulin Island, the opening of which was commenced last year.

This season a further length of a mile and a quarter was constructed, half a mile of which was opposite lots twenty-four and twenty-five, between the sixth and seventh concessions of the township of Howland, and the balance along the lake shore towards Honora Bay. Two and a quarter miles of ditching was done, and a substantial log bridge ninety-eight feet long built near Honora Bay bridge.

### LARCHWOOD ROAD.

A little over four miles of this road were opened continuing southward from last year's work, and a mile and three quarters of the older portion was repaired. Five small bridges aggregating a length of two hundred and thirty-six feet were built in connection with the work, and the whole reported as workmanlike in all particulars.

### LARCHWOOD BRIDGE.

This bridge spans Vermillion river on the line of the above named Larchwood road in the township of Creighton.

It is comprised chiefly of a one hundred and four feet clear span with a forty feet approach at the west end, sixteen feet at east end, or with piers about one hundred and seventy feet long, and is reported an excellent structure.

### MURILLO ROAD.

For this outlay which was an unspent sum granted previously by the municipality of Shuniah for use in conjunction with an amount voted by the Government, two miles and three quarters of the Murillo road were brushed out and properly levelled while two bridges and some culverts were renewed.

### OLIVER TOWNSHIP ROADS.

A new bridge was built between lots twelve and thirteen in the third concession, one hundred and fifty-three feet long, and many other bridges and culverts in the township were renewed or repaired, mostly in the third, fourth and fifth concessions.

### OUIMET AND BLACK BAY ROAD.

This work amounted to a quarter mile of grading, half a mile of levelling and the erection of five new bridges, representing a length of one hundred and eighty-five feet.

### PATTON ROAD.

The extension of road from point of ending last year—namely the south-east angle of north half of lot number ten, concession four Patton—a mile and a half north and nearly half a mile east ; the whole length being chopped, grubbed and graded.

### PIGEON RIVER ROAD.

This was the opening of four miles and three-quarters of new road from near Point De Meuron up and down the Kaministiquia River for the use and convenience of settlers.

### PINE RIVER ROAD.

A road on the town line between Nelles and Patullo in Rainy River District along which nearly a mile of repairs were made ; and in addition, a bridge was built across Pine river about ninety feet long.

### RABBIT MOUNTAIN AND WHITEFISH LAKE ROAD.

New covering was put upon seven bridges and general repairs made over three miles, namely, between sixteen and eighteen and between twenty and twenty-one mile posts.

### RAINY RIVER ROAD.

A considerable length of brushing and ditching was done amounting to a mile or more, and two bridges were built; one over Lyon's creek one hundred and seventy feet long, and a second over Rice's creek one hundred and thirty-two feet long, both bridges being in the township of Lash. Some bridge abutments were also renewed and other structures re-covered.

### RAT PORTAGE ROAD.

Three and a half miles opened in unsurveyed lands some three miles north of Rat Portage. The work is reported as having been well and economically done.

### SLATE RIVER VALLEY ROAD.

The opening of four and a half miles, namely, on the thirteenth and fourteenth side line of concession A Paipoonge eighty-five chains; along the south bank of the Kaministiquia river through lot thirteen, twenty chains; between lots ten and eleven, one hundred and twenty-four chains; and on concession A one hundred chains.

### SPANISH RIVER ROAD.

Commencing a mile and a quarter east of Massey station on the south side of the railway track this road was chopped twenty-two feet wide and grubbed to Webbwood, a distance of eight and three quarter miles, following the railway the whole distance.

### SUDBURY AND WHITEFISH ROAD.

Seven miles of excellent repairs from Copper Cliff mine (four miles west of Sudbury) to Norton; and for another mile and a half, brush and timber was cleared off and the road made passable.

### TWO TREE CREEK BRIDGE.

A bridge on Huron line, St. Joseph Island. It is one hundred and thirty-seven feet long, pile sub-structure, and cedar covering.

### V. LINE ROAD.

A mile and a half of grading, with ditching one side throughout. This road is also on St. Joseph Island.

### WEBBWOOD ROAD.

Last year nine miles of this road were repaired from Webbwood northward, and this season a further distance of twelve miles was wrought over and very much improved.

### WHITE RIVER BRIDGE.

A bridge in the fourth concession of the township of Parkinson, built over White River, on the line of the colonization road opened to and beyond this point two years ago.



The structure is three hundred and sixty feet long comprised mainly of a one hundred feet clear opening, two of twenty four feet each, and the balance trestle work and approaches, the main piers are twenty-two feet long, seventeen feet high and fifteen feet above low water.

For the protection of the bridge against extraordinary freshets a boom and pier were constructed at a cost of about \$380 and the fact that while many railway and other large bridges were carried away by the last spring floods this work remained undisturbed has shown the necessity for the extra precaution taken.

#### WOODYATT ROAD.

A new road in Rainy River District of which two miles were opened to the Crozier and Lash road in Devlin and two more opened as a winter road west to the south-east angle of section seven of the last named township.

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#### WEST DIVISION.

##### BAYSVILLE AND HUNTSVILLE ROAD.

Repairs over about four miles, including deviations through concessions ten, eleven and twelve of Brunel to improve work partly done by the municipality.

##### BEAR LAKE ROAD.

The opening, grubbing and partial grading of two and a quarter miles through a very rough district, completing a main highway between the railway station on Montieth and Perry road to Missionary road in the township of Spence. The total length is five and a half miles or over, the first portion of which was opened last year as Beaver Lake road and in the report fully described as to its position.

##### BETHUNE 5 SIDE LINE ROAD.

Between lots five and six from the road allowance between the tenth and eleventh concessions one mile was opened northward to Beaver lake at a cost of less than \$250. A bridge at the north end of the lake mentioned was largely renewed, new stringers having been put in (four in number) its entire length of one hundred and sixty-two feet.

##### BOYNE RIVER BRIDGE.

A new bridge one hundred and thirty-seven feet long built over Boyne River on lot number thirty in the tenth concession of Foley. The total cost was \$95.65 of which the municipality contributed \$20.65.

##### BRACEBRIDGE BRIDGE.

A new structure over Muskoka river at Bracebridge built by the municipality and on account of which the sum of \$2000 was voted by the House and paid by the Department.

It is comprised of one iron span of one hundred and thirty-two feet, resting upon iron trestle piers, the approaches being of earth and making a total length of about two hundred and sixteen feet or length of the bridge which was replaced.

The whole work is understood to have cost about \$2700.

## BRENNAN'S BRIDGE.

Repairing approaches and raising the central position, and towards which the Imperial Lumber Co. gave lumber to the value of \$20. The bridge is over South river in the township of Joly.

## BURK'S FALLS ROAD.

Six miles of repairs in the township of Armour from two miles west of Burk's Falls westward.

## CARDWELL ROAD.

This work was chiefly a deviation of about three quarters of a mile (3540 ft.) to avoid some almost impassable hills. Two large stone and three wooden culverts were built in connection with the work, the whole of which is reported as well done.

## CARLING ROAD.

Over two miles of repairs, dating from work done two years ago, westward—a very beneficial work.

## CHAFFEY 30 SIDE LINE BRIDGE.

Repairs to abutments and approaches which has made the bridge safe but the inspector says new planking is required.

## CHAPMAN AND STRONG T. L. ROAD.

Between Distress river road and Denville swamp road, that is to say, through concessions five and eight inclusive, two miles and a half were constructed and was a much desired road.

## COMMANDA LAKE ROAD.

Very effective repairs made from the Northern road at Commanda towards Commanda lake for a distance of two and three quarter miles. Traffic over this road is very heavy in consequence of lumbering operations northward.

## DENVILLE SWAMP ROAD.

This road is between concessions four and five of Chapman, a mile and a half of which has been opened westward from the west boundary of Strong. A high crossway two hundred feet long was also built opposite lot number eleven to let settlers out to the new road.

## DISTRESS RIVER ROAD.

A mile and a half of repairs made in Chapman and in Strong townships, and the road very much improved.

## DOE LAKE ROAD.

Repaired over three and a quarter miles from the town line between Draper and Muskoka townships westward.

### DRAPER AND RYDE TOWN LINE ROAD.

A continuation of what was in 1890 designated as the Longford and Oakley town line road. Two miles have this year been chopped, grubbed and graded beginning at lot number twenty-four of concession one Draper, and angling from thence through Ryde, Oakley and into Longford to meet the road opened three years ago. The road is not yet finished but when fully opened will be a useful one.

### EAGLE LAKE ROAD.

A bridge was built over Commanda creek to replace one which was dangerous ; and nearly three miles of road improved by removing stones and other obstructions to travel.

### EAST ARMOUR ROAD.

About one mile of repairs between lots thirteen and nineteen between the second and third concessions of Armour ; the chief work however being on a heavy hill opposite lot number fourteen.

### EAST RIVER BRIDGE.

A bridge one hundred and thirty-nine feet long renewed on the Muskoka road in Chaffey. There is one clear span of forty-eight and a half feet, and two of thirty feet each, with necessary approaches. The piers under the main span are twenty-five feet high.

### GURD AND HIMSWORTH ROAD.

On the town line between Gurd and Himsworth through the third and fourth concessions, a mile and a quarter was repaired ; and on Westphalia road a mile and a half, including deviations about East river which were absolutely necessary ; the latter work involving the removal of six hundred cubic yards of earth.

### HIMSWORTH 15 AND 16 SIDE LINE ROAD

A mile and a quarter of road constructed through the seventh and eighth concessions of Himsworth, on the side line named, and said to be well opened through thickly timbered land.

### INDIAN PENINSULA ROADS.

Several portions of roads on this Peninsula, in the county of Bruce were improved and opened, amounting to about three and a half miles of construction, and twelve and a half of repairs, namely : eight miles and three quarters of repairs upon four sections of, the main road between Wiarton and Tobermory ; two miles repaired on the town line between Amable and Albermarle ; two miles improved substantially on the Bury road proper across lots seven to sixteen of St. Edmunds, leading to Tobermory ; and three and a half miles opened and levelled beginning at lot number thirty-five between concessions four and five Lindsay—end of last year's work—and from thence angling through lots thirty-five and thirty-six to about middle of the third concession ; thence through lots thirty-six to forty-one, about the east end of a small lake ; thence through lot number one, concession three, St. Edmunds ; and thence northward on the road allowance to lot number six. The sum of \$400 was spent on this latter work and the opening of another mile would, it is understood, complete the opening of the road as intended.

### JUNCTION No. 1 ROAD.

This mile and a quarter of construction is through lot number fifteen in the eighth and ninth concessions of Christie, and opens a road to the new railway station for McKellar and other settlers.

### KEARNEY No. 1 ROAD.

This road connects with Burk's Falls road in Bethune and was this year opened for two miles southward from the sixth and seventh concession line. It had been opened as little more than a trail some fifteen years ago and untouched since that time but now an excellent outlet is given to the main road.

### KELLEY'S SWAMP ROAD.

Between concessions three and four of Gurd township and opposite lots twenty-nine and thirty, half a mile of road is chopped out and sixty rods of cross-way built.

### KOSHEE BRIDGE.

A new bridge fifty-five feet long and clear span of forty-nine feet, in the township of Morrison on the Muskoka road. The work was under the supervision of the reeve of the township and the work is reported as generally satisfactory. The township, it is understood, spent \$70 in making the approaches.

### LAKE JOSEPH ROAD.

Repairs rendered necessary by reason of the raising of water in a lake near the road. The work was from Parry Sound road southward, and consisted chiefly in filling a length of five hundred feet to a depth of three feet, and width of fourteen feet, with side timber protection.

### LAKE SHORE AND DANE'S ROAD.

Three miles of repairs from lot eighteen concession seven Monck, along the said road to lot twenty-six, concession ten of the same township.

### MACHAR 12 AND 13 CON. ROAD.

Four and a half miles of construction extending from last season's operations on lot number ten of Laurier through lot nine, concession thirteen; thence through lots seven and eight, concession twelve; thence through lot six, concession thirteen; thence through lot five, concession twelve; thence through lots four to one inclusive to the road allowance between concessions twelve and thirteen at the town line between Laurier and Machar, and continuing thence westward to lot number four in Machar along the road allowance. The country is rough and broken, but the road is a fairly good one, and will be most useful to the inhabitants.

### MCDougALL AND FOLEY ROAD.

Repairs extending between the Christie road and the McDougall road, and amounting to three miles of work.



### McMURRICH ROADS.

Two roads were improved, one being near the outlet of Axe lake, where a quarter of a mile was opened ; and the second work being between concessions six and seven across lots twenty-four and twenty-five, where an eighth of a mile of crosswaying and ditching, and a quarter of a mile of grading were done. The latter work is through what is known as Alderdice's swamp.

### MAGANETAWAN No. 1 BRIDGE.

A bridge one hundred and six feet long, with main span of sixty feet in the clear, built over the Maganetawan river, on the twelfth and thirteenth concession line of Perry. The municipality of the township gave \$100 towards the work, making the cost to the country only \$380.

### MAGANETAWAN No. 2 BRIDGE.

This bridge was built on the side line between lots twenty and twenty-one of concession thirteen, Chaffey, and is seventy-six feet long, with a main opening of fifty feet. It may be characterized as a cheap, rough, substantial structure.

### MAGANETAWAN ROAD.

From lot number twenty-two in the second concession of Chapman this road was improved eastward a mile, and three-quarters of a mile. Seventeen culverts were renewed.

### MUSKOKA ROAD.

Opened between lots fifteen and sixteen, from the Westphalia road northward through concessions four and five—over a mile of new road through a very heavily timbered country and well grubbed and graded.

### MUSKOKA AND BOBCAYGEON ROAD.

This road is now opened between Huntsville and the Bobcaygeon road which leads to Dorset. This season two and a half miles were opened, mainly through lot one of concession one of Franklin and concession A, McClintock, and through lots thirty-four and thirty-five of A concession, Sherbourne, where it unites with McClintock road.

Seven miles of substantial repairs were also made between Huntsville and Dwight.

### NEIGHIC LAKE BRIDGE.

The purpose of this bridge is to connect at Ah-mic lake P.O. the Croft road, which is made in the township of Croft to the water at each side. The crossing is over a neck between Crawford and Neighic lakes, and requiring a long, low structure upon a pile foundation, and which is not yet completed, as it was found necessary to do the work after the ice had formed. It may cost \$300 more than the sum now spent to complete the work. The length of the bridge will be about three hundred feet.

### NIPISSING ROAD.

Three miles of repairs between concessions seventeen and twenty of Hims-worth.

### NORTH CARDWELL ROAD.

Two miles of work from lot number eight to lot number seventeen, between the second and third concessions of the township of Monteith, making now a connection with Axe Lake road, that settlers may reach Rosseau and other markets.

This may be characterized as half new work and half repairs.

### NORTHERN ROAD.

Altogether twenty-two miles of this road were repaired, fifteen being between Parry Sound and Dunchurch, and seven between Dunchurch and Glenila. As the whole road is now put into very fair condition, it ought perhaps in future be maintained by the inhabitants.

### NORTHERN ROAD BRIDGES.

Two bridges were repaired; one over Commanda creek near Commanda, and another over Dry or Big Valley creek, about seven miles from Commanda, on the Northern road. On the former seven new stringers twenty-six feet long were introduced, besides a new hand rail; the latter is now practically a new bridge seventy-five feet long, composed of two piers ten feet high, two abutments six feet high, and the superstructure, with three hundred feet of approaches.

### PERRY 5 AND 6 SIDE LINE ROAD.

Nearly one mile of road chopped out through concessions one and two, and, with work promised, and which may be done by the settlers, will open a way to Novar station, and be of great advantage to the district.

### PERRY 8 CON. ROAD.

Across lots one to six in the eighth concession of Perry one mile of grading was done, and will be most serviceable to settlers.

### PERRY AND CHAFFEY ROAD.

The opening of nearly two miles as a good winter road, beginning at lot twenty-five, concession one, Perry, and angling through lots twenty-four to twenty-one, about Fish lake, in the same concession.

### PICKEREL RIVER BRIDGE.

The repair of a bridge on the Northern road, in the township of Ferrie, and the improvement of three and a half miles of the road through concessions eleven to fourteen.

### PORTAGE ROAD.

This is the road between Peninsula lake and Lake of Bays or Trading lake, in the township of Franklin.

Seventy to eighty loaded teams, it is stated, pass over this short road daily during the summer months, and in consequence requires almost annual repairs. \$306 were this season spent upon it.

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#### POVERTY BAY ROAD.

One mile of repairs between the Northern road and the fourth and fifth concessions of Ferrie township.

#### RAINY LAKE ROAD.

The construction of two miles and five eighths of a mile about the west side of Rainy lake from Missionary road (between concessions four and five, Ryerson) to the north town line of McMurrich, the right of way being secured and paid for by the municipality of Ryerson.

#### ROSSEAU AND NIPISSING ROAD.

Substantial repairs over four miles in the township of Spence between lots forty-six and sixty-four of the Rosseau and Nipissing road survey.

#### RYDE CENTRE ROAD.

Two and a half miles of light repairs made between concessions six and ten of Ryde, in which one hundred and six rods of crossway were clay covered to hold it against flooding, which annually disturbed the road.

#### RYERSON JUNCTION ROAD.

About a mile of repairs from Muskoka Road westward, the principal outlay being, however, upon a heavy hill known as "Phillip's Hill."

#### SINCLAIR ROAD.

In the township of Sinclair, from the road allowance between concessions three and four westward, two and a half miles of repairs were made over a portion of the road which was well-nigh impassable. A bridge was also largely renewed on the same road farther northward.

#### SOUTH RIVER BRIDGE.

A new structure two hundred and thirty feet long built over South river, on lot twelve in concession thirteen of Joly, at what is called "Cutchie's Narrows," a most favorable point for a bridge. It has a main span of forty feet, and eleven bents to complete the length, and all done for less than \$400.

#### STEPHENSON TOWNSHIP ROADS.

In this township the sum of about \$185 was spent in making a deviation of the Stisted road, amounting to nearly half a mile of work. A second road was a spur to connect the Brunel road with the fourth concession line by opening through the fifth and sixth concessions. The latter was through a beaver meadow nearly three-fourths of a mile long, and was double ditched almost the entire length, while another quarter mile was ditched on one side only. A short length still remains unopened, but the Inspector suggests that the municipality may complete it, when it will be of great advantage to the township.

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### STRONG 12 CON. ROAD.

This work is across lots twenty-one and twenty-two, and also lot twenty-seven. A bridge was built over a deep creek, requiring four bents over twenty feet high and a length of sixty-three feet, the balance of the work being chopping, grading and crosswaying across the three lots mentioned, and representing three-quarters of a mile.

The township of Strong contributed \$150 of the cost, reducing the expenditure by the Department to \$451.88.

### STRONG AND MACHAR ROAD.

A mile and a quarter of new road opened through the first and second concessions of Machar, on the road allowance between lots twenty-five and twenty-six, and is reported as excellent work.

### WESTPHALIA ROAD.

This important highway is now completed between Trout Creek, on the railway, and Commanda, on the Rosseau and Nipissing road, and is one of the chief roads in that vicinity.

This season three-quarters of a mile was opened through very heavy timber and rough country, and two and a quarter miles of a portion in Gurd, partially made some years ago, were properly graded.

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### EAST DIVISION.

#### ABINGER AND MILLER T. L. ROAD.

A continuation of last season's work to the first concession on the town line between Abinger and Miller, chopped thirty-five feet wide for a mile and one-third, and graded throughout. Over Buckshot creek a bridge was constructed two hundred and sixty feet long, and thirty feet main span.

#### ADDINGTON ROAD.

Nine miles of repairs were effected from Kaladar southward, and the road extended two miles to the Opeongo road, from lot number twenty, concession eleven, Brudenel, easterly between concessions ten and eleven to Gorman's lake, and from thence on the north side of the lake. A bridge seventy feet long was built over Brennan's creek, the outlet of the lake, and on the road line.

#### ALICE 20 AND 21 SIDE LINE ROAD.

The construction of one mile on the side line named, from the concession road allowance between twelve and thirteen southward, the greater distance being through a cedar and tamarac swamp.

#### ALICE 8 AND 9 CON. ROAD.

These improvements were over a road previously opened in a rough manner by the settlers, and are a mile and a quarter long, extending from lot five to lot ten, both inclusive, and along the concession line mentioned, with another half-mile opened northward between lots four and five in the eleventh concession.



### ANSTRUTHER ROAD.

A general course of repairs, extending over ten miles, from Apsley northward.

### BARRIE ROAD.

Four miles of repairs from Addington road eastward to Perry's mills and outlet of Marble lake. A deviation one mile long was made to avoid a rough, rocky section.

### BARRY BAY ROAD.

The portion repaired this season—a mile and a half—is on the tenth and eleventh concession line of Alice, and extended from the road allowance between lots thirty and thirty-one westward.

### BONFIELD 25 AND 26 SIDE LINE ROAD.

The opening of a new road for one mile, and substantial repairs of an additional mile and a quarter, the work beginning at lot twenty-seven, concession twelve, and continuing to lots twenty-one and twenty-two of the eighth concession. The original road allowances could not be adhered to with economy.

### BOOTH ROAD.

A road in the township of Anstruther, of which one mile was repaired and two miles opened as a good winter road, the new work beginning at lot twenty-eight, concession fifteen, and continuing westward.

### BROMLEY 24 AND 25 SIDE LINE ROAD.

The construction practically of a mile of road through the third concession of Bromley, it having been roughly opened previously by the settlers, but quite unfit for travel.

### BROMLEY AND STAFFORD TOWN LINE ROAD.

Two miles completed on the town line mentioned from lot number one westward. The principal timber had been cut before, otherwise the work was new.

### BUCKHORN ROAD.

Repairs were made from near Buckhorn northward towards Scott's mills, in Harvey, and again north of the said mills, covering a length of three miles altogether, the cost of which was \$364.82, of which sum the County of Peterborough contributed \$100, and the municipality of Harvey \$50.

From the eighth concession of Harvey northward fifteen miles were also repaired, included in which is a mile and a half of new work, the result of several deviations from the old travelled road which it was deemed desirable and necessary to make.

### BUCK LAKE BRIDGE.

A bridge south of Devil lake, in Bedford, which it was found desirable to build during the winter. It has not yet been inspected or reported upon, and the payment of \$200 is only on account upon an estimated cost of \$400, as in supplementary estimates.

### BURLEIGH ROAD.

Repairs from Burleigh Locks northward to lot number seven in the twelfth concession of Chandos, a distance of twenty-six miles. It is the main road and stage route, and the work was badly needed.

### BURNT MILL BRIDGE.

A bridge built over the river at the foot of Round Lake (lot nineteen, con. six, Belmont), with about half a mile of road improved upon each side. The County of Peterborough contributed \$100, making the Departmental expenditure only \$211.97.

### CALDWELL ROAD.

An extension of road from Warren Station of the Canadian Pacific Railway (lot two, con. six, Dunnet) westward to Messrs. Keeling and Bower's mill, on lot number four. The length is three-fourths of a mile, costing \$307.35, of which the Department paid \$200, as a contribution and under certain conditions.

### CALVIN AND PAPINEAU TOWN LINE ROAD.

A mile and a quarter of most substantial repairs from the main road in that district—the Mattawa and Callender road—south.

### CAVENDISH ROAD.

This road which connects the Monck and Buckhorn roads was repaired from lot sixteen, concession eighteen of Galway eastward nine miles to the Buckhorn road. Being two and a half miles distance from the Galway and Cavendish road, and in order to connect these two leading roads the road allowance between lots thirty and thirty-one in Galway was opened through concessions fifteen, sixteen and part of seventeen, involving a mile and a half of construction and one mile of repairs.

### CHANDOS ROAD.

General repairs from the village of Apsley eastward twelve miles to lot number thirty, concession two, Chandos.

### CLARENDON BRANCH ROAD.

This road was opened by settlers some time since and is about six miles long. Its position is from the Frontenac road, about a mile and a half south of Mississippi road, or from Plevna eastward again meeting the Mississippi road about three miles west of Ompah. The road this season received very careful repairs the first four miles from Frontenac road, when, over Buckshot creek a bridge of considerable length was renewed in cedar, and the remaining two miles improved to some extent by clearing away stones and other difficulties.

### CLARE RIVER BRIDGE.

About two hundred dollars spent in making up the approaches which had sunk about two feet.

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### COBDEN AND EGANVILLE ROAD.

Three miles of repairs between Eganville and Mink lake.

### CRUSE ROAD.

A very great improvement was made over three miles and a half from the Lavant road—about two miles west of Lavant station on the Kingston and Pembroke railway northward to Trout Lake and Folger road.

### DALTON 25 AND 26 SIDE LINE ROAD.

This is the completion of work begun last year and is chiefly the finishing of "Kehoe's" bridge mentioned in last season's report. The bridge is now finished and nearly a mile of repairs made upon the road in addition, for the sum of \$239.92.

### DALTON AND RAMA TOWN LINE ROAD.

Three miles of repairs from the Monck road southerly. It is in reality a continuation southward of the Ryde road, which is between the two townships named above.

### DISTRICT LINE ROAD.

The line or road allowance between Wilberforce and Bromley, and main highway between Douglas and Eganville. The work was largely the improvement of a very steep hill on lot number one in the fifth concession of Wilberforce, where a filling of twelve feet was made in order to reduce the grade.

### FERRIS ROAD.

About three miles of work over a road chopped out some years ago leading to south-east bay of lake Nipissing. It is on the tenth concession line of Ferris and the improvements referred to between lots nineteen and twenty-nine, and understood to be highly satisfactory. A second work was the opening of four and a half miles, beginning at lot ten in the seventh concession; thence southward a mile and a quarter; thence westerly following near the shore of lake Nosbonsing to lot twenty-one in the third concession. This will be a valuable highway when fully opened to meet that leading to south-east bay.

### FLINTON ROAD.

The repairs upon this road were extended south-westward from Flinton to the boundary between Kaladar and Elziver—about four miles. Many culverts were renewed and crossways covered and raised.

### GALWAY 4 AND 5 CON. ROAD.

From lot number two to lot number seventeen, on the road allowance between concessions four and five, there were opened of new road three and three-quarter miles and said to be highly satisfactory.

## GALWAY AND CAVENDISH ROADS.

Eight miles of work, one of which was new, and was from lot number fifteen in the fourteenth concession of Galway eastward to lot number five, concession fifteen, Cavendish.

## GANNON'S NARROWS ROAD

Repairs from Gannon's narrows leading southward, six miles, together with a mile and a half repaired in the fourth concession between lots five and six of Harvey, a total of seven and a half miles.

## GOLDEN LAKE ROAD.

A mile and three quarters of work altogether, a mile being a diversion to avoid a rough rocky hill which is on lot twelve in the fourth and fifth concessions of north Algona. A bridge across Cochrane's creek is included in the above.

## GOODERHAM BRIDGE.

A bridge built on lot twenty-six, con. five Glamorgan, and roads to the bridge from the Monck and Buckhorn roads to give access to the station of the Bancroft Irondale and Ottawa Railway. The total cost of the work was, according to statements received, \$293.14 of which the Department paid \$212, the railway company doing the balance of work.

## GRATTAN ROAD.

This road begins at Perrault Settlement road and is from thence eastward along the sixteenth concession line across lots twenty to sixteen of Grattan—a mile and a quarter of new work.

## GULLIE'S ROAD.

A mile and a half of improvement of the line between lots fifteen and sixteen from the twelfth concession southward in Galway. It was a rough line and for want of repair impeded settlement.

## HAGARTY 5 AND 6 SIDE LINE ROAD.

One mile repaired between concessions four and five across lots twenty-six to thirty, and one mile constructed on the same line from lot number fourteen westerly.

## HARVEY ROAD.

The repair of two miles and a half between Nogey's creek and Bobcaygeon road; work beginning at lot twenty-one of the seventeenth concession, and continuing westward in Harvey.

## HASTINGS ROAD.

Repaired from Maynooth southward to Selby's hill, about four and a quarter miles, and between Rathbun station and Bancroft, fifteen miles.



### HYDE'S CHUTE AND SANSON'S ROAD.

This work is from Hyde's Chute bridge over the Madawaska river northward twelve miles towards Opeongo road.

### LAVANT BRANCH ROAD.

From the third and fourth concession line of Darling eastward along or near the line between lots ten and eleven to concessions four and five, and thence angling through ten and nine to the concession line between five and six, a little over a mile and a half of new road was opened. Another half mile of construction is required before a connection with the main line of road is effected as was intended.

### LUTTERWORTH ROAD.

Two and a quarter miles of repairs, beginning between lots five and six, concession two, and ending between lots ten and eleven of concessions three and four Lutterworth. Seven or eight stone culverts were introduced, being considered necessary.

### McKIM AND NEELON ROAD.

The construction of a mile and a half as a continuation of McKim road of last year on the line between concessions five and six of McKim. One-half the above length is properly graded and ditched, the balance being only chopped out and levelled.

### MANION LAKE ROAD.

A mile and a quarter of repairs on the ninth concession line of Admaston between lots twenty-five and twenty-six.

### MATTAWA AND CALLENDER ROAD.

These operations were from lot twenty-one, concession four, to lot thirty concession three of Calvin, three and a half miles of general repairs, and well reported of.

### MATTAWA 12 AND 13 CON. AND OTTAWA RIVER ROADS.

The first-named work is between lots nineteen and twenty-eight, being two miles of construction; the second was three and three-quarter miles of repairs between concessions nine and thirteen, on or near lot number twenty-one, all in Mattawa township.

### METHUEN ROAD.

Repairs between lot twenty-three, concession eight Belmont, and lot thirty-one, concession three Methuen, about twenty-one miles of general improvement.

### MISSISSIPPI BRANCH BRIDGE.

A new bridge built over Mississippi branch river on Mississippi road, and is one hundred feet long, with centre pier eleven feet high. A truss bridge over Otter creek on the same road was also repaired.

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### MISSISSIPPI AND HASTINGS JUNC. ROAD BRIDGE.

A new bridge over York river, in the township of Dungannon; length one hundred and twelve feet, main span fifty-two feet, and main piers twenty feet high.

### MONTAGLE ROAD.

The construction of about two and one-eighth miles between lots ten and eleven of Montagle through concessions seven and eight; and the repair of six and a half miles of the same road, one mile being south and the balance north of the new work, the latter repairs extending to the Peterson road.

### MURCHISON BRIDGE.

Built in 1891, but carried away by the heavy freshets of this spring. It has been renewed, and is of the same character as the first structure described two years ago.

### NOGEY'S CREEK ROAD.

Four miles have been wrought over from lot twenty-three of Harvey northward to the south boundary of the township of Galway.

### NORTH ALGONA 5 AND 6 SIDE LINE ROAD.

This road had been opened roughly by the settlers in previous years. The expenditure this season graded and improved four miles from the third concession northward, the grade averaging fifteen feet in width.

### NORTH BAY AND WIDDIFIELD ROAD.

Five miles of repairs, dating from lot number twenty, concession three, south, to lot twenty, concession B, Widdifield.

### NORTH BAY AND TEMISCAMINGUE ROAD.

This road was improved in a greater or less degree over eleven and a half miles of its length.

### NORTH HARVEY ROAD.

The construction of two miles through the fifth and sixth concessions, and the repair of two miles of last year's work. It is an east and west road, and makes a valuable connection between Burleigh Falls and Buckhorn, and is on or near the line between lots ten and eleven of Harvey.

### NORTH METHUEN ROAD.

Repairs extending over eight miles from lot twenty-five, concession two, to lot twenty-seven, concession sixteen of Chandos.

### NOSBONSING ROAD.

Two miles of construction from the termination of last year's work westward to lot number fourteen, concession two Ferris, the whole being well ditched and graded. A bridge with a forty-feet clear span was built over Depot creek, the full length of the bridge being ninety feet.

### NOSBONSING AND THORNCLIFFE ROAD.

Repairs over a length of eight miles, five of which were fairly graded. The work was from lot number five in the eighth concession to lot twenty-seven, concession fourteen of the township of Ferris.

Other necessary repairs were made in the vicinity of Nosbonsing station where the road is yet a rough one.

### OPEONGO ROAD.

Eight miles of repairs were made of this road, three miles being from about four miles west of D'Acre westward and four miles again westward from a point about two and a half miles west of Brudenel.

### OSO AND OLDEN ROAD.

This road begins in the township of Oso, south of Sharbot lake, where the Kingston and Pembroke railway crosses the road allowance between lots ten and eleven of the first concession, and from thence it is westward along the side line mentioned to the boundary between Oso and Olden; and thence again on the same numbered side line in Olden to connect with existing roads in the vicinity of Mountain Grove. Two miles of new road were opened under the direction of this department in Olden.

The townships of Oso and Olden granted amounts almost equal to the Ontario grant, which were spent by the respective municipalities on the same road.

### PALMER RAPIDS AND ROCKINGHAM ROAD.

Five miles of repairs from Peterson road south towards Palmer Rapids.

### PAPINEAU 10 AND 11 CON. ROAD.

A road between concessions ten and eleven Papineau opened this season across lots twenty-five to thirty-two, a length of two and a quarter miles. Three miles of the same road were also more or less repaired.

### PEMBROKE AND MATTAWA ROAD.

Repairs from the town line between Clara and Maria, five miles eastward.

### PERRAULT SETTLEMENT ROAD.

On this road proper, repairs were made over a length of four miles in the township of Sebastopol from lot number seventeen, concession thirteen, northward towards Eganville. Also a very steep hill on the eighteenth concession of Grattan, —between Perrault settlement road and Eganville and Foy road—was very substantially improved and the road, which is a mile and a quarter long and crosses lots twenty-one to twenty-five inclusive, made passable throughout.

### PETEWAWA 6 AND 7 CON. ROAD.

A mile and a quarter of new road opened on the above line between lots ten and fifteen in Petewawa.

### POWASSAN AND CALLENDER ROAD.

Three miles of work of last year were repaired and a mile and three quarters of new road opened from lot twenty-four, concession eleven, Chisholm, south-westward towards Powassan. The work was very heavy and less was accomplished than expected, but the Inspector says it is of an excellent character.

### RADCLIFFE AND BRUDENELL ROAD.

A new road opened on the town line between Radcliffe and Brudenell from lot thirty-two northward four miles.

### RAYSIDE ROAD.

Repairs between lots four and five, concession five Rayside, and being five hundred yards of crosswaying through a low, wet swamp.

### REID ROAD.

The Reid road which begins near Kinmount runs in a southerly direction about six miles to the eastern limit of Swamp Lake Settlement, and not only shortens the distance to market but opens up some fairly good farming country. The work this year was commenced between concessions sixteen and seventeen, Galway, on the west side of lot nine and continued easterly across lots nine and ten, and thence southerly ending between lots thirteen and fourteen on the fifteenth concession line, altogether two and a quarter miles of new road, leaving still a distance which about \$400 would complete. The County of Peterborough gave \$100, and the united townships of Galway and Cavendish \$50 to aid in the above work.

### RIDEAU LAKE ROAD.

This was a deviation of three quarters of a mile east of Fermoy, about the west side of Rideau lake, and largely rock excavation and filling. The municipality of Bedford contributed a moiety of the cost as per agreement.

### ROLPH ROAD.

Work was begun at Des Joachim bridge on the Ottawa river and extended westward to Moor lake station of the C. P. R., a length of about two and a half miles; one mile being a deviation for the purpose of shortening the main road.

### ROUND LAKE ROAD.

Between lot twenty-three, concession eight, and lot twenty-nine, concession ten, Belmont, three miles of new work was done; the County of Peterborough contributing \$100 and the united municipalities of Belmont and Methuen \$50 leaving the Government expenditure but \$216.38.

### RUTTAN ROAD.

Instead of building a bridge on this road in the township of Hinchinbrooke as at first contemplated, but which the municipality felt obliged to do owing to its dangerous condition in advance of departmental instructions, the road leading from and in connection with the bridge was repaired southward two and a half miles, as it was in very bad condition.



### RYDE ROAD.

This work is on the town line between Rama and Dalton and is about one mile altogether, including some one hundred and twenty rods of crosswaying; and now completes the opening of a highway begun some years ago between Monck road and Dalton and Washago road, a most valuable connection.

### SANDY POINT ROAD.

About two miles of substantial work from between lots five and six, concession sixteen, Harvey, westward towards Pigeon lake. Deviations were made and the road straightened to a considerable extent, but it will require \$200 more to open it to the water.

### SCOTT ROAD.

Beginning at lot number four, concession twelve, Chandos, repairs were continued eastward six miles and very substantial work reported.

### SHIELD'S PIT ROAD.

Four and a half miles of new road and one and a half of repairs and being from lot thirteen to lot thirty-two between concessions eight and nine, Calvin, opened as a good winter road.

### SILVER LAKE ROAD.

A road extending from lot fifteen, between concessions five and six of south Algona, eastward along the last-named line for about three miles, and was more or less repaired throughout.

### SOUTH ALGONA 30 AND 31 SIDE LINE ROAD.

A mile and a quarter of construction through concessions ten and eleven, between lots thirty and thirty-one. In addition to the foregoing, two miles of the Killaloe road were repaired, from its intersection with the above-named side road westward.

### SOUTH BUCKHORN AND SOUTH BURLEIGH ROADS.

On the Buckhorn road the work was about five miles of general repairs from Buckhorn southward, while on Burleigh road three miles were well repaired between Young's Point and Burleigh Falls. Towards this work the county of Peterborough and township of Smith contributed \$75 each.

### SOUTH CALDWELL ROAD.

A road from Verner station, on the Canadian Pacific Railway, southward towards lake Nipissing. It is made between lots eight and nine of Caldwell, through concessions four to one inclusive, except in the second concession, where a deviation into lot number eight was necessary, owing to a rocky ridge. Four miles and a half were wrought over, one and a half being new work, and the balance the better formation of a road chopped out roughly in 1891.

### STONE DAM ROAD.

A road about two and a half miles north of Verona, beginning at Stone Dam and Desert Lake road, and extending eastward to the boundary between Portland and Hinchinbrooke, a distance of about two miles. It had been cut out by settlers, but was in a very rough condition; now it is reported a good waggon road.

### STURGEON RIVER ROAD.

Some five miles of road previously opened were repaired, and a mile and a half of new work continued eastward, in the township of Springer.

### SUDBURY ROAD.

Repairs have been made over eight miles, namely, between Chelmsford and Murray mines.

### SUDBURY AND NEELON ROAD.

A continuation of work from lot two, con. three McKim, to lot ten, con. three Neelon, a length of four and a quarter miles of new work, more than half of which has been very well graded and ditched.

### SUDBURY AND BLEZARD ROAD.

Four miles and a half improved, and the distance between Sudbury and the Blezard mine now in fair order, and much appreciated.

### SWAMP ROAD.

This is a road in the north-westerly corner of the township of Portland, a portion of which was low and swampy, and to obviate the annual flooding of more than a mile it was necessary to raise this distance about three feet with broken stone and other material. A bridge one hundred feet long on the road was also repaired.

The municipality of Portland contributed \$300.

### TRAFFORD AND TAMWORTH ROAD.

Improvements were continued westward from the ending of last year's work a mile and a quarter, beginning between lots two and three, concession twelve of Sheffield. The whole road is about five miles long.

### WAHNAPIITAE ROAD.

North of the railway three miles of new work were done, and five and a half of repairs made. There are yet three miles or thereabout to complete the whole length to the lake, which, with some necessary repairs, would cost about \$1,500, when an excellent highway would exist between the C. P. Railway and lake Wahnapiitae.

South of the railway nearly two miles have been opened and four and a half repaired, the chief work being, however, the building of eight bridges of various lengths, one being one hundred and thirty-six feet long, over Whitefish creek, about five miles south of Wahnapiitae station.

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### WEST MOUNTAIN ROAD.

This road is from lot number one, concession twelve, Brougham, westward. The repairs were over the first two and a half miles, a good waggon road being the result.

### WIDDIFIELD 1 AND 2 CON. ROAD.

Two miles constructed across lots ten to fourteen.

### WILBERFORCE 12 AND 13 SIDE LINE ROAD.

On this line a bridge was built across the outlet of Green's lake, with main span of twenty-six feet, and a total length, including approaches, of three hundred and twenty feet. There was also about half a mile of work done on the twenty-second concession line from between lots twelve and thirteen westward, upon three heavy hills, the gradients of which were materially reduced, and an impassable section made into a good waggon road.

### WISAWASA ROAD.

Somewhat less than a mile of the road of last year was repaired, and a mile and a half of new road made, the work being heavy construction.

# SUMMARY OF EXPENDITURE ON COLONIZATION ROADS AND BRIDGES IN THE YEAR 1893.

Name.	Departmental expenditure.			Municipal and other grants and refunds.
	Cash.	Supplies.	Total.	
North Division.	\$ c.	\$ c.	\$ c.	\$ c.
Algoma Mills .....	Bridge		300 00	
Ansonia .....	"		758 78	
Barwick and Dobie .....	Road		750 00	
Basswood Lake .....	"		500 14	
Batchewaning .....	"		750 29	
Bridge repairs, West Algoma .....			2,323 72	
Chelmsford .....	Road		450 00	
Coffin .....	"		1,261 47	
Coyne and Kirkwood .....	"		526 60	
Crozier and Lash .....	"		1,800 00	
Day Mills and Dayton .....	"		300 04	
Gasses Creek .....	Bridge		773 20	
Grand Portage .....	Road		510 86	
Grassy River (balance) .....	"		20 00	
Great Northern (balance) .....	"		50 45	
Haughton .....	"		492 72	
Honora Bay .....	"		754 28	
Inspection (balance) .....		116 00		
Inspection .....		2,204 45	2,320 45	
Larchwood .....	Road		1,493 72	
Larchwood .....	Bridge	1,600 99	1,811 24	
Murillo .....	Road		322 05	
Oliver Township .....	Roads		675 39	
Ouimet and Black Bay .....	Road		421 91	
Paipoonge .....	Bridge		500 00	
Patton .....	Road		503 25	
Pigeon River .....	"		1,513 10	
Pine River .....	"		470 00	
Rabbit Mountain and Whitefish Lake .....	"		602 73	
Rainy River (balance of 1892) .....	"	21 92		
" .....	"	1,287 00	1,308 92	
Rat Portage .....	"		950 00	
Slate River Valley .....	"		752 80	
Spanish River .....	"	801 84	1,054 24	
Sudbury and Whitefish .....	"	481 75	502 00	
Two Tree Creek .....	Bridge		249 63	
" V " Line .....	Road		300 00	
Webbwood .....	"	528 00	754 42	
White River .....	Bridge	2,689 52	2,892 09	
Woodyatt .....	Road		1,000 00	
Less Dominion Grant for Goulais River Bridge of 1892 .....		2,266 41	32,720 49	
Refund - Grassy River Road .....		69 08	2,335 49	
Net Departmental expenditure .....			30,385 00	
West Division.				
Baysville (balance) .....	Bridge		11 00	
Baysville and Huntsville .....	Road		300 00	
Bear Lake (balance) .....	"	45 88		
" .....	"	902 10	947 98	
Bethune 5th side line .....	"		512 34	
Boyne River .....	Bridge		75 00	
Bracebridge .....	"		2,000 00	
Brennan's .....	"		300 70	
Burk's Falls .....	Road		351 06	
Cardwell .....	"		430 00	
Carling .....	"		399 45	
Chaffey 30th S. L. ....	Bridge		46 75	



SUMMARY OF EXPENDITURE, ETC.—*Continued.*

Name.		Departmental expenditure.			Municipal and other grants and
		Cash.	Supplies.	Tot al.	
		\$ c.	\$ c.	\$ c.	\$ c.
<i>West Division.—Continued.</i>					
Chapman and Strong T. L	Road			617 39	
Chisholm (balance)	"			3 08	
Commanda Lake	"			992 80	
Denville Swamp	"			518 30	
Distress River	"			250 45	
Doe Lake	"			499 66	
Draper and Ryde	"			601 92	
Eagle Lake (balance)	Bridge		30 39	30 39	
"	Road			97 57	
East Armour	"			191 57	
East River	Bridge	830 00	41 08	871 08	
German (balance)	Road			67 99	
Gurd and Himsworth	"			500 00	
Himsworth, 15th and 16th S. L.	"			324 55	
Indian Peninsula (including balance)	Roads			2,466 44	
Inspection	"			1,425 20	
Junction No. 1	Road			350 00	
Kearney No. 1	"			497 13	
Kelly's Swamp	"			144 50	
Koshee	Bridge			300 00	
Lake Joseph	Road			219 42	
Lake Shore and Danes	"			513 69	
Machar 12th and 13th Concession	"			998 00	
McDougall and Foley	"			397 60	
McMurrich	Roads			248 98	
Maganetawan, No. 1	Bridge	326 50	53 50	380 00	100 00
" No 2	"			200 00	
"	Road			576 52	
Muskoka	"			500 05	
Muskoka and Bobcaygeon	"			1,615 46	
Neighic Lake	Bridge			711 57	
Nipissing	Road			495 86	
North Cardwell	"			501 99	
Northern	"			2,388 50	
Northern Road	Bridges			223 04	
Oakley (balance)	"			8 59	
Perry 5th and 6th S. L	Road			150 00	
" 8th Concession	"			199 97	
" and Chaffey	"			256 41	
Pickerel River	Bridge			100 00	
Portage	Road			306 00	
Poverty Bay	"			102 91	
Pringle (balance)	"			12 25	
Rainy Lake	"			750 69	
Rosseau and Nipissing	"			750 20	
Ryde Centre	"			302 71	
Ryerson Junction	"			205 12	
Simpson (balance)	"			43 23	
Sinclair	"			700 00	
South River (balance)	Bridge			44 79	
"	"			388 43	
Stephenson Township	Roads			710 21	
Strong 12th Concession	Road			451 88	150 00
" and Machar	"			575 33	
Westphalia	"			1,001 96	
<i>East Division.</i>				33,155 66	
Abinger and Miller, T. L	Road			500 00	
Addington	"			884 70	
Alice 20th and 21st S. L	"			600 00	
Alice 8th and 9th Concession	"			401 03	
Anstruther	"			411 62	

SUMMARY OF EXPENDITURE, ETC.—*Continued.*

Name of Work.		Departmental expenditure.			Municipal and other grants and refunds.
		Cash.	Supplies.	Total.	
		\$ c.	\$ c.	\$ c.	\$ c.
<i>East Division—Continued.</i>					
Barrie .....	Road			388 81	
Barry Bay .....	"			402 02	
Bonfield 4th and 5th Concession (balance) .....	"			20 38	
Bonfield 25th and 26th S. L. ....	"			600 00	
Booth .....	"			401 62	
Bromley 24th and 25th S. L. ....	"			209 55	
Bromley and Stafford T. L. ....	"			402 90	
Buckhorn .....	"			1,216 43	150 00
Buck Lake .....	Bridge			200 00	
Burleigh .....	Road			797 81	
Burnt Mill .....	Bridge			211 97	100 00
Caldwell .....	Road			220 00	
Callender and North Bay (balance) .....	"			4 25	
Calvin and Papineau T. L. ....	"			282 43	
Cavendish .....	"			625 09	
Chandos .....	"			406 73	
Clare River (including balance) .....	Bridge			251 56	
Clarendon Branch .....	Road			404 89	
Cobden and Eganville .....	"			140 00	
Cruse .....	"			409 33	
Dalton 25th and 26th S. L. ....	"			239 92	
Dalton and Rama T. L. ....	"			400 20	
Devil Lake (balance) .....	"			26 40	
District Line .....	"			150 00	
Ferris .....	"			1,200 64	
Flinton .....	"			497 10	
Galway 4th and 5th Concession .....	"			500 00	
Galway and Cavendish .....	"			950 69	
Gannon's Narrows .....	"			211 86	150 00
Golden Lake .....	"			500 89	
Gooderham .....	Bridge			212 00	
Grattan .....	Road			384 05	
Grattan and South Algona (balance) .....	"			24 77	
Gullies .....	"			209 31	
Hagarty 5th and 6th Concession (balance) .....	"			60 54	
Hagarty 5th and 6th S. L. ....	"			803 61	
Harvey .....	"			200 00	
Hastings .....	"			1,002 78	
Hyde 'Chute and Sansons' .....	"			609 84	
Inspection .....	"			2,982 92	
Lavant Branch .....	Road			605 00	
Loborough Lake (balance) .....	Bridge			115 77	
Lutterworth .....	Road			200 00	
McKim and Neelon .....	"			380 00	
Manion Lake .....	"			250 00	
Mattawa and Callender .....	"			606 22	
Mattawa 12th and 13th Concession and Ottawa River .....	"			703 88	
Methuen (balance) .....	"	38 49			
" .....	"	526 95		565 44	
Mississippi Branch .....	Bridge			430 65	
Mississippi and Hastings Junction Road .....	"			367 89	
Monteagle .....	Road			500 00	
Mud Lake (balance) .....	"			29 30	
Murchison .....	Bridge			633 59	
Nogies Creek .....	Road			294 16	
North Algona, 5th and 6th S. L. ....	"			505 00	
North Bay and Widdifield .....	"			500 68	
North Bay and Temiscamingue .....	"			301 49	
North Harvey .....	"			684 22	
North Methuen .....	"			399 31	
Nosbonsing .....	"			991 17	
Nosbonsing and Thorncliffe .....	"			735 72	
Opeongo .....	"			645 00	

SUMMARY OF EXPENDITURE, ETC.—*Concluded.*

Name of Work.	Departmental expenditure.			Municipal and other grants and refunds.
	Cash.	Supplies.	Total.	
East Division—Continued.	\$ c.	\$ c.	\$ c.	\$ c.
Oso and Olden . . . . . Road			299 85	
Palmer Rapids and Rockingham. . . . . "			405 42	
Papineau 10th and 11th Concession . . . . . "			495 29	
Pembroke and Mattawa. . . . . "			600 00	
Perrault Settlement. . . . . "			465 00	
Peterson Branch (balance) . . . . . "			100 00	
Petewawa 6th and 7th Concession . . . . . "			405 90	
Powassan and Callender. . . . . "			1,002 27	
Radcliffe and Brudenell . . . . . "			501 95	
Rayside . . . . . "			245 63	
Reid . . . . . "			211 00	150 00
Rideau Lake. . . . . "			493 62	500 00
Rolph . . . . . "			615 25	
Round Lake . . . . . "			218 38	150 00
Ruttan . . . . . "			160 00	
Ryde . . . . . "			224 88	
Sandy Point . . . . . "			301 52	
Scott . . . . . "			314 64	
Shield's Pit. . . . . "			499 80	
Silver Lake . . . . . "			502 60	
South Algona 30th and 31st S. L . . . . . "			495 98	
South Buckhorn and South Burleigh. . . . . "			167 76	150 00
South Caldwell. . . . . "			513 11	
Stone Dam . . . . . "			200 00	
Sturgeon River. . . . . "			504 96	
Sudbury Road . . . . . "			501 48	
Sudbury and Blezard . . . . . "			600 00	
Sudbury and Neelon . . . . . "			1,000 76	
Swamp . . . . . "			570 00	300 00
Trafford and Tamworth . . . . . "			410 00	
Veuve River (balance). . . . . Bridge	187 06	48 79	185 85	
Wahnapiatae . . . . . Road			1,711 36	
West Mountain . . . . . "			400 80	
Widdifield 1st and 2nd Concession . . . . . "			301 68	
Wilberforce 12th and 13th S. L . . . . . "			499 25	
Wisawasa. . . . . "			500 00	
Less refund Sudbury and Neelon Road of 1892. . . . .			48,631 12	
			5 48	
			48,625 64	

## RECAPITULATION.

			Total depart- mental expendi- ture.
			\$ c.
I. North Division .....			30,385 00
II. West .....			33,155 66
III. East .....			48,625 64
Total Departmental Expenditure .....			112,166 30

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DOMINION AND MUNICIPAL GRANTS AND REFUNDS REFERRED  
TO IN SUMMARY.

Dominion .....	\$2,266 41
County of Peterborough.....	575 00
Municipality of Cavendish.....	50 00
“ Ennismore.....	50 00
“ Belmont.....	50 00
“ Harvey .....	50 00
“ Bedford.....	500 00
“ Smith .....	75 00
“ Strong .....	150 00
“ Portland .....	300 00
“ Perry.....	100 00
Sudbury and Neelon Road of 1892 .....	5 48
Grassy River “ .....	69 08
	<hr/>
	\$4,240 97

HENRY SMITH,  
Superintendent.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 30th December, 1893.



## APPENDIX No. 34.

List of Persons to whom Culler's Licenses have been issued under the Ontario Culler's Act up to 31st December, 1893.

Name.	P. O. Address.	Name.	P. O. Address.
Anderson, M. M. ....	Almonte.	Blair, Robert J. ....	Arnprior.
Allan, James D. ....	Bracebridge.	Benson, John W. ....	Sturgeon Bay.
Appleton, Erwin B. ....	Bracebridge.	Beck, Charles M. jr. ....	Penetanguishene.
Albert, Andrew ....	Ottawa.	Beatty, W. J. ....	Coldwater.
Adams, J. Q. ....	Longford Mills.	Burns, C. W. jr. ....	South River.
Anderson, Patrick J. ....	Campbellford.	Bell, John Henry ....	Burk's Falls.
Anderson, J. C. ....	Gravenhurst.	Bettes, John Hiram ....	Muskoka Mills.
Allan, Alfred ....	Ottawa.	Brady, John ....	Renfrew.
Aikins, Geo. M. ....	French River.	Beattie, W. J. ....	Arnprior.
Appleby, Ridley ....	Katrine.	Bromley, William ....	Westmeath.
Adams, James M. ....	Sault Ste. Marie.	Bissell, Hartie ....	Trenton.
Aylward, James ....	Peterborough.		
Archibald, John L. ....	Keewatin.	Callaghan, Dennis ....	Trenton.
Austin, Wm. G. ....	Renfrew.	Campbell, Alexander, J. ....	Trenton.
Anderson, Charles ....	Little Current.	Carson, James ....	Bracebridge.
Anderson, John ....	Cartier.	Campbell, J. M. ....	Bracebridge.
Adair, Thomas Albert ....	Gananoque.	Campbell, Robert ....	Bracebridge.
Anderson, J. G. ....	Alpena, Mich.	Clairmont, Joseph ....	Campbellford.
Alexander, Samuel ....	Arden.	Clarkson, Robert J. ....	Parry Sound.
		Carruthers, Aaron ....	Hintonburg.
Boland, Abraham ....	Cartier.	Calder, Wm. J. ....	Bark Lake.
Brown, Singleton ....	Bracebridge.	Chew, Joseph ....	Gravenhurst.
Barry, Thomas James ....	Hastings.	Cole, James Colin ....	Ottawa.
Blanchet, Paul Frederick ....	Ottawa.	Cameron, William ....	Collins' Inlet.
Bird, W. S. ....	Parry Sound.	Cain, Robert ....	Midland.
Bayley, James T. ....	Gravenhurst.	Crawford, Stephen W. ....	Thessalon.
Bell, Henry ....	Ottawa.	Cochrane, George ....	Peterborough.
Beach, Herbert Mahlon ....	Ottawa.	Coburn, John ....	Lindsay.
Barry, Thomas ....	Millbridge.	Crowe, Nathaniel ....	Bobcaygeon.
Beaty, W. R. ....	Parry Sound.	Cameron, Alexander ....	Norman.
Brooks, Frederick William ....	Mackey's Station.	Chrysler, Frank R. L. ....	Webbwood.
Brown, Robert D. ....	Port Sydney.	Carson, Hugh ....	Rat Portage.
Breed, Arthur G. ....	Penetanguishene.	Carson, Melvin ....	Little Current.
Barnes, Thomas George Lee ....	Muskoka Mills.	Cameron, John K. ....	Spanish River.
Buchanan, Robert ....	Coldwater.	Cassidy, William ....	Little Current.
Beck, Jacob Frederick ....	Penetanguishene.	Campbell, Archibald J. ....	Little Current.
Bird, Joseph Manly ....	Muskoka Mills.	Close, John L. ....	Arnprior.
Boyd, John F. ....	Thessalon.	Campbell, James R. ....	Eganville.
Brandon, Martin W. ....	Peterborough.	Campbell, John A. ....	Galetta.
Bell, John C. ....	Peterborough.	Caillier, Hyacinthe ....	Arnprior.
Bartlett, George W. ....	Warren.	Chamberlain, Thomas ....	Bobcaygeon.
Brown, Silas ....	Klock's Mills.	Cooper, David Allan ....	Millbrook.
Boland, W. G. ....	Eganville.	Cox, Henry ....	Bellerica, Que.
Baulke, George R. ....	Aylmer, Que.	Currie, James ....	Ottawa.
Bromley, Thomas ....	Pembroke.	Clarkson, A. E. ....	Midland.
Bremner, John L. ....	Admaston.	Clairmont, E. ....	Gravenhurst.
Bromley, W. H. ....	Pembroke.	Cameron, W. F. ....	Sturgeon Bay.
Bowers, Isaac ....	Little Current.	Connelly, Daniel ....	Gravenhurst.
Brown, Thomas ....	Barrie.	Campbell, P. C. ....	Sault Ste. Marie.
Bass, Walter R. ....	West Huntingdon.	Cadenhead, Alexander ....	Midland.
Bates, Robert ....	Rat Portage.	Carpenter, R. J. ....	Arnprior.
Bick, Thomas ....	Bobcaygeon.	Christie, William Pringle ....	Severn Bridge.
Bray, James ....	Kimmount.	Campbell, C. V. ....	Sault Ste. Marie.
Bissell, George Thomas ....	Trenton.	Clegg, Samuel ....	Peterborough.
Baxter, Richard ....	Deseronto.		
Brecaugh, Edward ....	Deseronto.	Durrill, John W. ....	Ottawa.
Boyd, George A. ....	Thessalon.	Dickson, John ....	Sundridge.
Buchan, Frederick ....	Arnprior.	Danter, R. W. ....	Parry Sound.
Barrett, Patrick ....	Arnprior.	Doyle, T. J. ....	Eau Claire.
Brundage, Alfred W. ....	Pembroke.	Dobie, Alexander R. ....	Blind River.
Brougham, Thomas ....	Eganville.	Donally, Richard S. ....	Sudbury.

APPENDIX No. 34.—*Continued.*

Name.	P. O. Address.	Name.	P. O. Address.
Devine, William .....	Cook's Mills.	Golding, William .....	Dorset.
Durrill, William .....	Nosbonsing.	Gillies, Harry .....	White Lake.
Draper, Patrick .....	Quyon, Que.	Gordon, Herbert C .....	Nelsonville.
Davis, J. P. ....	Bobcaygeon.		
Drum, Patrick .....	Belleville.	Harrett, James .....	Gilmour.
Durham, Edgar S .....	Rosseau.	Hayes, James .....	Enterprise.
Duquette, Charles .....	Webbwood.	Huckson, A. H. ....	French River
Davis, William Albert .....	Bobcaygeon.	Howe, Alexander .....	Queensborough.
Dickson, Robert Alexander .....	Keene.	Hurd, Edwin .....	Hurdville.
Dawkins, John .....	Gravenhurst.	Hoff, J. S. Morris .....	Arnprior.
Doxsee, James E. ....	Gravenhurst.	Hutton, John .....	Hutton House.
		Hutchinson, Wm. E. ....	Huntsville.
Ebert, Andrew P .....	Pembroke.	Hogarth, Joseph Rowan .....	Pembroke.
Ellis, Alexander .....	Arnprior.	Humphrey, John .....	Gravenhurst.
Ellis, John .....	Westmeath.	Hill, Joshua .....	Midland.
		Hall, David .....	Lovering.
Forbes, Christopher McKay ..	McLean's Depot.	Hartley, Charles .....	Peterborough.
Fitzgerald, E. Clair .....	Parry Sound.	Helferty, Dennis .....	Eganville.
Farrell, W. H. ....	Ironside, Que.	Hamilton, Robert .....	Rat Portage.
French, Louis Wm .....	Byng Inlet.	Hoppins, Abram .....	Kingston.
Freeston, Walter .....	Burk's Falls.	Hoppins, Densmore .....	Kingston.
Fraser, Wm. A. ....	Mattawa.	Haystead, John .....	Parry Sound.
Fortune, Owen. ....	Trenton.	Henderson, John Irwin .....	Bobcaygeon.
Fraser, David .....	Norman.	Hartley, William .....	Millbridge.
France, John .....	Collins' Inlet.	Higgins, John C. ....	Peterborough.
Ford, Charles .....	Wahnapiatae.	Humphrey, T. W. ....	Gravenhurst.
Fraser, Alexander, jr .....	Westmeath.	Harrison, John, jr. ....	Pembroke.
Fairbairn, William .....	Calabogie.	Hawkins, E. ....	Le Breton Flats.
Fraser, Wm. A. ....	Pembroke.	Henderson, Charles .....	Bracebridge.
Fraser, Foster .....	Pembroke.	Halliday, Frank .....	Mississippi.
Fraser, William .....	Little Current.	Halliday, James .....	Springtown.
Fraser, Hugh Alexander .....	Pembroke.	Hurdman, J. A. ....	Ottawa.
Flaherty, John .....	Lindsay.	Hawkins, Stonewall J .....	Meldrum Bay.
Fisher, William .....	Trenton.	Hinchliffe, William .....	Gunter.
Fox, Thomas .....	Deseronto.	Hillis, James M. ....	Sutton West.
Fallis, James W. ....	Sturgeon Bay.		
Fairbairn, N. H. ....	Webbwood.	Irwin, Thomas H .....	Parry Sound.
Freil, John .....	Trenton.		
Fox, Charles .....	Trenton.	Jackson, Robert. ....	Brechin.
		Johnson, Finlay .....	Bracebridge.
Green, Norman A .....	Gilmour.	Jones, Albert .....	Victoria Harbor.
Green, Samuel E. ....	Parry Sound.	Johnson, Thomas .....	Bobcaygeon.
Grant, John .....	Flinton.	Johnston, Archibald M .....	Norman.
Greene, Arthur .....	Ottawa.	Julien, Charles .....	Trenton.
George, R. W. ....	Parry Sound.	Junkin, Henry .....	Marmora.
Gardiner, John .....	Parry Sound.	Johns, Frank .....	Nipissing Junction.
Golden, Frank Jay .....	Trenton.	Jessup, Edward D. ....	Cache Bay.
Garson, Robert .....	Thessalon.	Johnson, Frank N. ....	Ottawa.
Gropp, August .....	Penetanguishene.	Johnston, John .....	Peninsula Lake.
Grozele, Antoine D .....	Muskoka Mills.	Johnson, S. M. ....	Arnprior.
Goulais, James .....	Peterborough.	Jones, Frederick James .....	Flinton.
Grayson, Charles .....	Keewatin.		
Gladstone, Henry E. ....	Cook's Mills.	Kerby, John .....	Belleville.
Graham, Edward G .....	Wahnapiatae.	Kennedy, Robert .....	Marmora.
Griffin, James .....	Spanish River.	Kirby, Louis Russell .....	Ottawa.
Gordon, Alexander B .....	Pembroke.	Kenney, Timothy .....	Enterprise.
Gareau, Noah J .....	Pembroke.	Kirk, Henry .....	Trenton.
Gordon, Robert W .....	Pembroke.	Knox, Milton .....	Ottawa.
Guertin, Nelson .....	Petawawa.	Kinsella, Michael Pierce .....	Trenton.
Gunter, Peter M .....	Gilmour.	Kitchen, D. ....	French River.
Glennie, William .....	Millbridge.	Kelly, Jeremiah .....	Sudbury.
Gardner, John .....	Rat Portage.	Kelly, Ferdinand .....	Mattawa.
Gorman, Maurice J .....	Fenelon Falls.	King, Napoleon .....	Mattawa.
Gillies, John A. ....	Braeside.	Kean, B. F. ....	Orillia.
Gadway, John .....	Parry Sound.	Kemp, Orval Wesley .....	Trenton.
Garrow, Edward .....	Nipissing Junction.	Kirk, Charles Barron .....	Queensborough.
Gaudaur, Antoine Daniel .....	Orillia.	Kingsland, W. P. ....	Ottawa.

APPENDIX No. 34.—*Continued.*

Name.	P. O. Address.	Name.	P. O. Address.
Kerr, John B . . . . .	Arnprior.	Munro, Philip . . . . .	Braeside.
Kennedy, Walter . . . . .	Arnprior.	Mangan, Patrick . . . . .	Arnprior.
Kennedy, John . . . . .	Pembroke.	Marcil, Peter . . . . .	Ottawa.
Knox, William M . . . . .	Fesserton.	Main, Samuel . . . . .	Spanish Station.
Kearney, Michael John . . . . .	Buckingham, Que.	Morley, Charles . . . . .	Huntsville.
Lloyd, Alfred . . . . .	Severn Bridge.	Moore, David Henry . . . . .	Peterborough.
Lawrie, Frank A . . . . .	Parry Sound.	Murphy, John . . . . .	Arnprior.
Latimer, James . . . . .	Frank's Bay.	McPherson, James S . . . . .	Rama.
Lemyre, Middey . . . . .	Campbellford.	McKinley, Edward C . . . . .	Toronto.
Lutz, Jacob . . . . .	Parry Sound.	McClelland, John . . . . .	Parry Sound.
Luby, John E . . . . .	Ottawa.	McFarlane, J. W . . . . .	Cache Bay.
Lochnan, James . . . . .	Ottawa.	McDonald, Roderick . . . . .	Pembroke.
Lozo, John . . . . .	Trenton.	McCormack, William . . . . .	Pembroke.
Loughrin, Lawrence . . . . .	Pembroke.	Macpherson, John . . . . .	Ottawa.
Linton, J. H . . . . .	Parry Sound.	McEachern, John A . . . . .	West Gravenhurst.
Ludgate, James . . . . .	Peterborough.	McLeod, Dugald . . . . .	Gravenhurst.
Lynch, W. H . . . . .	Collingwood.	McClelland, R. H . . . . .	Parry Sound.
Lee, Robert . . . . .	Huntsville.	McEvoy, Frank . . . . .	Campbellford.
Longford, Mark . . . . .	Baysville.	McDermott, Peter . . . . .	Orillia.
Letherby, Edwin . . . . .	Midland.	McIlroy, John . . . . .	Madoc.
Lovering, William James . . . . .	Coldwater.	McNabb, Robert J . . . . .	Parry Sound.
Lane, Maurice . . . . .	Bobcaygeon.	McFadden, James . . . . .	Ottawa.
Lenton, George . . . . .	Peterborough.	McIntosh, James G . . . . .	Carleton Place.
Low, Thomas A . . . . .	Renfrew.	McInnis, Hector D . . . . .	Bracebridge.
Livingstone, Robert M . . . . .	Huntsville.	McKinnon, Malcolm . . . . .	Bracebridge.
Londry, William E . . . . .	Sault Ste. Marie.	McLean, Daniel . . . . .	Bracebridge.
Labelle, James . . . . .	Waltham, Que.	McKinnon, Archie J . . . . .	Bracebridge.
Labelle, Eli . . . . .	Waltham, Que.	McKay, D. C . . . . .	Baysville.
Ladurante, J. D . . . . .	Ottawa.	McDonald, James . . . . .	Parry Sound.
Ludgate, Theodore . . . . .	Peterborough.	McPherson, Allan . . . . .	Longford.
Lucas, Frank . . . . .	Sault Ste. Marie.	McDonald, James P . . . . .	French River.
Lunam, Duncan . . . . .	Collfield, Que.	McFarland, Joseph C . . . . .	Port Severn.
Lott, George . . . . .	Trenton.	McNabb, Alexander . . . . .	Thessalon.
Lawrie, John D . . . . .	Parry Sound.	McGillivray, Archibald . . . . .	Port Arthur.
Malloy, Mark . . . . .	Baysville.	McGrane, Edward . . . . .	Lindsay.
Miller, R. O . . . . .	Gravenhurst.	McLeod, Donald, jr . . . . .	Keewatin.
Menzies, Archibald . . . . .	Burk's Falls.	McDonald, Hector R . . . . .	Thessalon.
Manning, James . . . . .	Trenton.	McDougall, Duncan . . . . .	Bracebridge.
Martin, Philip . . . . .	Soco.	McNabb, Alexander D . . . . .	Warren.
Malone, William Patrick . . . . .	Ottawa.	McCormack, John C . . . . .	Sudbury.
Marsh, Esli Terrill . . . . .	Trenton.	McNamara, John . . . . .	Byng Inlet.
Millar, John W . . . . .	Huntsville.	McGillivray, Duncan D . . . . .	Algoma Mills.
Mutchenbacher, Asa . . . . .	Rosseau Falls.	McIntyre, Daniel A . . . . .	Klock's Mills.
Morris, George F . . . . .	Frank's Bay.	McNamara, Lewis . . . . .	Klock's Mills.
Murray, George, jr . . . . .	Waubashene.	McDonald, Sidney C . . . . .	Mattawa.
Maughan, Joseph . . . . .	Fort William.	McCool, Christopher L . . . . .	Cartier.
Margach, William J . . . . .	Port Arthur.	McCallum, Donald . . . . .	Arnprior.
Murray, George, sr . . . . .	Waubashene.	McGregor, Duncan . . . . .	Burnstown.
Maniece, William . . . . .	Peterborough.	McLean, Peter W . . . . .	Sand Point.
Murray, William . . . . .	Rat Portage.	McManus, John C . . . . .	Arnprior.
Morgan, Richard J . . . . .	Rat Portage.	McNab, Alexander . . . . .	Arnprior.
Magee, Thomas Arthur . . . . .	Rat Portage.	McFarlane, Alexander . . . . .	Renfrew.
Murdoch, James . . . . .	Cook's Mills.	McFarlane, J. D . . . . .	Stewartville.
Munroe, Peter P . . . . .	Commanda.	McFarlane, Duncan . . . . .	Renfrew.
Mason, Benjamin . . . . .	Westneath.	McKendry, Wm. B . . . . .	Arnprior.
Monaghan, John B . . . . .	Arnprior.	McPhee, Hugh . . . . .	Renfrew.
Monaghan, M. J . . . . .	Arnprior.	McPhee, John . . . . .	Arnprior.
Mulvihill, John . . . . .	Arnprior.	McLachlin, Peter . . . . .	Arnprior.
Moran, Andrew . . . . .	Rockingham.	McLachlin, Alexander . . . . .	Arnprior.
Mulvihill, Michael . . . . .	Arnprior.	Mackey, Edward . . . . .	Arnprior.
Mann, John . . . . .	Manitowaning.	McKewen, Henry . . . . .	Trenton.
Marrigan, Richard . . . . .	Deseronto.	McDonald, Alfred . . . . .	Peterborough.
Monaghan, John Dorland . . . . .	Deseronto.	McGeary, John J . . . . .	Sundridge.
Matheson, William . . . . .	Cheln.sford.	McDonald, Archibald W . . . . .	Gilmour.
Munro, Alexander G . . . . .	Braeside.	McCaw, John Gillen . . . . .	Queensborough.



APPENDIX No. 34.—*Continued.*

Name.	P. O. Address.	Name.	P. O. Address.
McCauley, Barney.....	Trenton.	Riddell, James.....	Ottawa.
McDougall, James T.....	Klock's Mills.	Rice, Asa A.....	Hull, Que.
McInenly, Thomas.....	Quebec, Que.	Roberts, T. A.....	Huntsville.
McBride, Archibald.....	Arnprior.	Ross, Andrew.....	Longford Mills.
McFarlane, Robert L.....	Arnprior.	Rose, Donald M.....	Rat Portage.
McGown, Wm.....	Parry Sound.	Rawson, Charles Edgar.....	Coldwater.
McGown, Thomas.....	Parry Sound.	Ross, George.....	Waubauskene.
McDermet, Patrick.....	South River.	Roberts, Percy T.....	Keewatin.
McKay, Angus.....	South River.	Ritchie, William D.....	Little Current.
McDonald, A. J.....	Longford.	Ramsay, Robert.....	Arnprior.
McInnes, Angus D.....	Gravenhurst.	Ritchie, J. F.....	Arnprior.
McKendry, Alexander.....	Waubauskene.	Ritter, Samuel G.....	Ah Mic Harbor.
McGuire, Timothy.....	North Bay.	Robinson, William.....	Bobcaygeon.
McGrath, John.....	Peterborough.	Reid, Joseph B.....	Lindsay.
McWilliams, John Bannon.....	Peterborough.	Ross, Walker M.....	Ottawa.
McCagherty, Patrick.....	Westmeath.	Ruttle, H. A.....	Carleton Place.
McKendry, Daniel.....	Arnprior.	Richards, Benedict.....	Ottawa.
Macdonald, D. F.....	Parry Sound.	Regan, John.....	Orillia.
McManus, Thomas J.....	Renfrew.	Russel, William.....	Pembroke.
Macfarlane, David R.....	Ottawa.		
McColgan, Edward.....	Quyon, Que.	Scanlin, William.....	Enterprise.
McMichael, Charles.....	North Seguin.	Sutherland, D. H.....	Gravenhurst.
McIlroy, Thomas Davis.....	Madoc.	Spanner, John.....	Huntsville.
McDonald, Wm, Henry.....	Trenton.	Shier, James D.....	Bracebridge.
		Spooner, W. R.....	Katrine.
Newton, Frank.....	Gravenhurst.	Simpson, Alfred E.....	Wakefield.
Newburn, William.....	Parry Sound.	Souliere, John B.....	Ottawa.
Niblett, James.....	Arnprior.	Shiels, James A.....	Carleton Place.
Niblett, Robert.....	Osceola.	Spargo, George.....	Ottawa.
Newell, John H.....	Parry Harbor.	Smyth, W. H.....	Byng Inlet North.
		Salmon, R. H.....	Baysville.
Overend, George J.....	Longford Mills.	Sheehan, Peter F.....	Loring.
O'Brien, Andrew.....	Ottawa.	Stremer, A.....	Ottawa.
O'Connor, John.....	Hintonburg.	Shields, Frank A.....	Parry Sound.
Oliver, Darcy.....	Wahnapiatae.	Smyth, Job E.....	Cache Bay.
O'Connor, William.....	Nosbonsing.	Sage, Nelson.....	Muskoka Mills.
O'Neill, James W.....	North Bay.	Shaw, Thomas B.....	Waubauskene.
O'Donnell, William.....	Penetanguishene.	Swanston, James.....	Peterborough.
Owens, Richard.....	Basin Depot.	Simpson, William.....	Hall's Bridge.
O'Reilly, Patrick.....	Cartier.	Sadler, Thomas.....	Lindsay.
O'Neill, Mark.....	Renfrew.	Smith, Patrick Albert.....	Norman.
Orrill, John.....	Trenton.	Snaith, William J.....	Mattawa.
		Sinn, Wm. F.....	Arnprior.
Pomery, Peter.....	Trenton.	Scrim, Robert.....	Arnprior.
Perry, Pringle K.....	Byng Inlet North.	Salmon, Alexander C.....	Baysville.
Purcell, William G.....	Ottawa.	Sharp, James A.....	Sudbury.
Purvis, John.....	Parry Sound.	Shanacy, Harry S.....	Cook's Mills.
Pattinson, Thomas.....	Bracebridge.	Smith, William.....	Ottawa.
Porter, James.....	Uphill.	Stewart, Daniel.....	Braeside.
Pearson, John James.....	Lindsay.	Sheehan, Michael H.....	Waubauskene.
Paterson, John.....	Wahnapiatae.	Scott, Thomas.....	Parry Sound.
Paterson, Alexander.....	Orillia.	Smith, Lawrence.....	West Saginaw, Mich.
Paquette, Oliver.....	Webbwood.	Shea, Stewart.....	Campbellford.
Palmateer, Sherman.....	Gravenhurst.	Sullivan, John.....	Sudbury.
Paget, George.....	Huntsville.	Sinclair, Finlay.....	Sudbury.
Pounder, Joseph.....	Westmeath.	Shiels, Henry F.....	Cartier.
		Smith, Gideon Ousley.....	Burk's Falls.
Richardson, Frederick George.....	Trenton.	Smith, John Wallis.....	Thedford.
Richards, Richard.....	Tamworth.	Smith, Henry G.....	Arnprior.
Riddell, George Alexander.....	Rochesterville.	Story, John A.....	Ottawa.
Richey, Evan.....	Brentwood.		
Randell, Louis G.....	French River.	Tait, Thomas B.....	Burk's Falls.
Richardson, Charles Mervyn.....	Trenton.	Taylor, C. W.....	Gravenhurst.
Rochester, Daniel Baillie.....	Ottawa.	Thornton, W. D.....	Longford Mills.



APPENDIX No. 34.—*Concluded.*

Name.	P. C. Address.	Name.	P. O. Address.
Trussler, Gilbert .....	Trout Creek.	Waldie, John E. ....	Victoria Harbor.
Thompson, George S. ....	Lindsay.	Wigg, Thomas G. ....	Thesselon.
Thomson, Frederick A. H. ....	Callander.	Wall, Patrick B. ....	Cheboygan, Mich.
Thomson, Francis Henry. ....	Nosbonsing.	Wells, John R. ....	Little Current.
Tuffy, John. ....	Cartier.	Whiteside, John. ....	Huntsville.
Train, A. C. ....	Rowan Mills.	Watt, William. ....	Peterborough.
Turgeon, George. ....	Cook's Mills.	Wilson, George. ....	Lindsay.
Thomson, Alexander W. ....	Arnprior.	White, Thomas. ....	Parry Sound.
Taylor, Thomas G. ....	Gravenhurst.	Watson, William. ....	North Bay.
Tait, Ralph. ....	Arnprior.	Weston, Frank R. ....	Midland.
Train, William. ....	Burk's Falls.	White, James B. ....	Manitowaning.
Udy, Dean. ....	French River.	Wilson, James A., jr. ....	Webbwood.
Vigrass, Percy J. ....	Dufferin Bridge.	Whaley, Thomas. ....	Huntsville.
Vincent, Joseph. ....	Warren.	Webster, William Alfred. ....	Bracebridge.
Vollin, Samuel. ....	Nosbonsing.	Warrell, William. ....	Trout Creek.
Vannier, Nelson Joseph. ....	Bobcaygeon.	Wims, Peter. ....	Blessington.
Watson, William. ....	Huntsville.	Wickware, Philip Almont. ....	Cloyne.
Webb, George W. ....	Parry Sound.	Wilson, Edward. ....	Deseronto.
Wilcox, Thomas. ....	Parry Sound.	Young, William. ....	Severn Bridge.
Wheeler, J. A. McL. ....	Tamworth.	Young, A. J. ....	Cache Bay.
Ward, Joseph W. ....	Ottawa.	Young, Samuel. ....	Coldwater.
Wilkinson, William. ....	French River.	Young, Patrick P. ....	Young's Point.
		Yuill, Thomas. ....	Arnprior.
		Yuill, A. D. ....	Braeside.
		Total ....	544

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, December 30th, 1893.



REPORT  
OF THE  
COMMISSIONER OF CROWN LANDS  
OF THE  
PROVINCE OF ONTARIO  
FOR THE YEAR  
1894.

*PRINTED BY ORDER OF THE LEGISLATIVE ASSEMBLY*



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1895.





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REPORT  
OF THE  
COMMISSIONER OF CROWN LANDS  
OF THE  
PROVINCE OF ONTARIO  
FOR THE YEAR 1894.

*To His Honor the Honorable GEORGE AIREY KIRKPATRICK,  
Lieutenant-Governor of the Province of Ontario.*

MAY IT PLEASE YOUR HONOR :

As required by law, I submit, for the information of your Honor and the Legislative Assembly, a Report for the fiscal year ending on the 31st December, 1894, of the management, etc., of the Crown Lands of the Province.

CROWN LANDS.

The area of Crown lands sold during the year was 28,048 $\frac{1}{4}$  acres, aggregating in value, \$63,922.97. The collections on account of these and sales of former years amounted to \$39,086 27. There was also leased as mining lands under the leasing clauses of the Mines Act, 7,435 1-5 acres, on which and on lands previously leased, rent amounting to \$12,640.09 was collected. The total collections therefore on account of Crown lands were \$51,726.36 (See Appendix No. 3, page 5.)

During the past year, owing to the depression which has existed in financial circles and to the low price of nickel, there has not been any considerable extension of the nickel industry, and consequently the sales of lands in the Sudbury district, which is the centre of the nickel bearing region, have been very small.

In the western part of the province, in the District of Rainy River, most important discoveries of gold have been made, and explorers and others have flocked in. Considerable areas have been surveyed and sold, and there are numerous surveys and applications now before the Department in process of being dealt with. Those who have prospected and purchased lands in that region speak in glowing language of the richness of the country, but until machinery has been applied, and the ore practically tested on a large scale, it would not be wise to form too sanguine expectations of its gold-bearing wealth. Stamp mills are being taken in, and in all probability some of the most important gold locations will be exploited and their value tested during the coming summer.

Considerable interest having been manifested during the past year in the capabilities of the newer districts of the province, with a view of bringing their many advantages before intending settlers, a pamphlet was prepared for distribution in which the fullest information was given as to the capabilities, prospects and resources of the newer parts of the province and the best means of access to them, more especially the Districts of Algoma, Rainy River and Nipissing. From the numerous applications which have been received for copies of this pamphlet, and the wide area over which they have been distributed in the United States as well as in Canada, it is confidently expected that there will be a considerable influx of people to these districts during next year.

The Temiscamingue country, about which so much has been said, has been opened for settlement and a resident agent appointed. Many settlers have already gone into this district, and all express themselves surprised at the capabilities of the country and well satisfied with their prospects. This particular region is at present reached by rail and steamer, the point of departure from the C. P. R. main line being at Mattawa station.

The immense heritage of the province in its Crown lands is scarcely realized by the general public. If it is borne in mind that the total area of the province is 126,000,000 acres, of which only 21,640,000 acres have been disposed of, leaving 104,360,000 acres still in the hands of the Crown, of which 87,609,000 acres are unsurveyed, some idea may be formed of the extent of the Crown domain still undisposed of. No doubt considerable areas are rough and of little agricultural value, but the percentage of absolutely worthless lands will be found to be very much less than is generally supposed.

#### CLERGY LANDS.

The area of these lands sold during the year was  $1,523\frac{1}{2}$ , aggregating in value \$1,901.10. The amount collected on account of these and former sales was \$4,675.05. (See Appendix No. 3, page 5.)

#### COMMON SCHOOL LANDS.

The area of these lands sold during the year was 120 acres, aggregating in value \$190. The collections on account of these and former sales amounted to \$14,594.81. (See Appendix No. 3, page 5.)

#### GRAMMAR SCHOOL LANDS.

The area of these lands sold during the year was  $437\frac{3}{4}$  acres, aggregating in value \$485.75. The collections on account of these and former sales amounted to \$1,845.20. (See Appendix No. 3, page 5.)

#### RAILWAY LANDS.

Under "Railway Aid Act" of 1889, 52 Vict., c. 35. 2,046 $\frac{1}{2}$  acres were sold, aggregating in value \$1,997.75. The collections were \$950.73. (See Appendix No. 3, page 5.)

These lands were set apart under the Act above referred to for the purpose of recouping the province in respect of moneys expended in aiding certain railways piercing



the newer parts of the province. Under this legislation all the unsold lands for a distance of ten miles on each side of the aided railways were to be set apart and sold at \$2 per acre, or such price as might, after inspection and valuation, be fixed by Order in Council. Some of the railways extended through townships formerly appropriated as free grants under the Free Grants and Homesteads' Act, and the effect of the Railways' Aid Act was to withdraw from the operation of the Free Grants' Act all lands remaining unlocated within ten miles on each side of these railways and to make them saleable only at the price of \$2 per acre. Numerous representations having been made that the lots so withdrawn in the free grant townships were the scattered, cull or rejected lots and had no value except as grazing or fuel reserves and would therefore never be sold at \$2 per acre, I have had some of them inspected and revalued and the prices have been reduced to the valuation by Order in Council.

### COLLECTIONS AND REVENUE.

The total collections of the Department on account of all sources of revenue were \$1,057,532.70. (See Appendix No. 4, page 6.)

### DISBURSEMENTS.

The total disbursements of the Department on account of ordinary services and expenditure were \$260,828.27. (See Appendix No. 6, page 8.) In addition to this there were several special votes, such as the purchase of the diamond drill, construction of slide and dam on Pigeon river, relief to the people who were burnt out in the Rainy River District, and colonization pamphlets, which were expended under the direction of this Department, amounting in all to \$18,095.63. (See Appendix No. 7, page 16.)

### WOODS AND FORESTS

The total collections for the year under this head amounted to \$980,497.40, in which is included \$69,415.42 on account of bonuses, and \$66,865.77 for ground rent, leaving \$844,216.21 as the net revenue from timber dues and interest thereon. (See Appendix No. 8, page 17.)

The condition of the lumber trade has not been satisfactory to those engaged in it, although the revenue estimated by the Department has been exceeded. The depression which has existed for some years in our best market, that is, the United States, has not passed away, nor does there appear any immediate prospect of its doing so. Building has largely fallen off in Canada as well as in the United States, and consequently large stocks of lumber and logs have remained in the makers' hands. That the revenue has been so large under the prevailing depression is accounted for by the removal of the duty on sawn lumber passing into the United States, which has caused a larger proportion of the supply for the United States market to be drawn from Ontario than was formerly the case.

Owing to the very extensive forest fires of last season in Michigan and Wisconsin, the owners of the damaged timber have been obliged to operate more extensively than they would otherwise have done in order to save their timber from going to waste.

Whether this will cause over-stocking of the market and further depression it is difficult to say, as much depends upon the return of general prosperity.

So far as can now be estimated, the output of sawlogs from licensed lands in Ontario will be about the same as last year, and will not probably exceed seven hundred and fifty million feet.

Since my last report, under the tariff legislation of the United States, the duty has been taken off Canadian lumber entering the markets of that country, and thus the principal incentive to exporting logs to be sawn in the United States has been removed, and as was expected, some of our largest American limit owners have erected mills in Ontario or let contracts to have their logs sawn here. The large sawmill at Midland, which has lain idle for a number of years, has been refitted and its capacity increased, and will commence sawing on the opening of navigation. One of the large mills at Parry Harbor, which has also been idle for some years, has been fitted up and will start sawing on the opening of navigation. A very fine sawmill has been erected on the North Shore by the firm of Cutler & Savage, and contracts have been let to other smaller mills to saw logs for American owners. It is safe to say that over a hundred million feet of logs which, had the duty remained on lumber, would have been exported in the round to the United States, will this year be sawn in Ontario.

In the east, the Ottawa Arnprior & Parry Sound Railway is now constructed from Ottawa to Long lake on the Madawaska river, a distance of 145 miles, and, although just completed, already shows signs of developing and opening up the vast forests through which it passes. At Long lake an American firm has erected a large saw mill of an annual capacity of seventy million feet, which will be in operation by the first of next June. A number of small mills are also in course of construction at various points along this line, which will utilize a large quantity of lying and dead pine suitable for shingles and coarse lumber for cheap buildings which heretofore, owing to the expense of long drives has not been taken out. Besides, this railway passes through a stretch of country abounding in all kinds of mixed woods, such as hemlock, tamarac, spruce and hard woods, which heretofore have had no value, but which, with railway facilities, will now be able to reach a market at remunerative prices, thus adding materially to the timber wealth of the province.

Owing to the limited demand for lumber in the western part of the province, no stocks of any moment were taken out there last winter. The large mills at Rat Portage, Keewatin and Norman have been sawing on a reduced scale and from logs which they have held over for two or three years.

During the year examinations of candidates for licenses under the Ontario Cullers' Act were held at Callender and Parry Sound. There were sixty-nine applicants in all, of whom forty-two were successful in passing the examination. The total number of licensed cullers is now 586, as per list given in Appendix No. 42, page 95.

## FIRE RANGING.

Owing to the extensive forest fires which occurred during last summer, which was an exceptionally dry one, the cost of this service has been greater than was expected. The total cost was \$26,276.27, of which \$11,545.86 was refunded by licensees, leaving the net expenditure \$14,730.41.

The limits in the eastern and southern parts of the province, where the fire ranging system has been in operation for some time, were very closely guarded by placing in the field a staff adequate to protect them, and it is gratifying to be able to state that no fires of any serious consequence took place there. In the west however, owing to the extreme dryness of the summer, to the great number of explorers drawn to the gold fields of Rainy River District, and to the fact that the limit holders there have not availed themselves as fully of the fire ranging service as has been done in the older parts of the province, extensive fires occurred, accompanied, I regret to say, by loss of life, and considerable quantities of valuable pine timber were badly damaged. Owing however to the absence of any active demand for lumber in that western country, the damaged timber will not be taken out this winter to any extent. From the best information the Department has been able to obtain from its rangers in the limited time at their disposal since the fires took place, the damage will not be nearly so large as at first feared, and considerable quantities of timber will not be so badly damaged but that it may be saved if cut in the immediate future.

## FISHERIES.

Since my last report two additional overseers have been appointed in localities where their services were required. The reports received from the various overseers show that the law respecting fisheries is fairly well observed. The revenue from permits etc., was \$384. A list of the overseers, with their post-office addresses, etc., is given in Appendix No. 11, page 24.

## FREE GRANTS.

There are 159 townships open for location under the Free Grants and Homesteads Act, the township of Chisholm in the District of Nipissing and the townships of Burleigh and Methuen in the county of Peterborough, having been added since my last report. A considerable increase has taken place in the number of locations during last year as compared with the previous four years. During the last year 736 locations were made on 99,435 acres of land, and 55 locatees purchased 2,079 acres; 322 patents were issued to locatees. (See Appendix No. 10, page 20.)

## ALGONQUIN AND RONDEAU PARKS.

Algonquin National Park situated in the District of Nipissing, and Rondeau Provincial Park in the county of Kent, are under the administration of this Department. The former was established in 1893, and the Superintendent and staff of rangers have hitherto been employed largely in preliminary work such as building shelter huts, clearing trails and portages, etc. Protecting the game and guarding the timber from fire have



also engaged their attention, and in both of these directions their efforts have been successful. No fires occurred in the Park notwithstanding the excessive dryness of the past season, and the game and fur-bearing animals appear now to be on the increase. The construction of the Ottawa and Parry Sound railway through the southwestern portion of the Park, which will be in process during 1895, will require extra vigilance and effort on the part of the staff to prevent injury to the game and timber. The Superintendent's report will be found in Appendix No. 39, page 57.

Rondeau Provincial Park was created in 1894, and during the year some roads have been made and other improvements begun to serve the objects for which the Park is intended. The situation on the peninsula of Pointe aux Pins is a pleasant one, and in response to a general desire, a number of lots have been surveyed as sites for summer residences on the Rondeau and lake Erie shores. The report of the Park ranger giving further details is printed as Appendix No. 40, page 63.

### CROWN SURVEYS.

The following surveys of townships have been carried out this year :

In the district of Nipissing the township of Dickens has been subdivided into farm lots of 100 acres each ; the townships of Hanmer, Janes, Kelly, McWilliams and Wisner, also in the district of Nipissing, have been subdivided into lots of 320 acres each ; in the district of Algoma, the township of McKinnon into lots of 320 acres each ; in the district of Thunder Bay the township of Ledger, and the residues of the townships of Dorion and Lyon into lots of 320 acres each ; in the district of Rainy River, the townships of Farrington, Halkirk and Watten, on Rainy lake, into lots of 320 acres each, and in some instances into 80 acre lots for greater convenience of sale as mining land ; in this latter district also the meridian and base line survey has been carried on : also in the district of Thunder Bay certain parts of outlines of townships have been run.

The outlines of certain timber berths in the district of Nipissing have been run, and several minor surveys have been performed.

The returns of the above-named surveys have been examined and closed. The particulars of the surveys will be found in Appendices Nos. 15, and 20 to 38 inclusive ; pages 28 and 34 to 56.

### MUNICIPAL SURVEYS.

The Department has during the year, on the petitions of municipal councils interested, issued instructions for surveys in the townships of Enniskillen, Hallett, Pelham and St. Vincent, and has during the same period confirmed municipal surveys in the townships of Nepean, Pittsburgh, Pakenham and Ramsay, and Wolfe Island. The particulars relating to these surveys will be found in Appendices Nos. 13 and 14, pages 26 and 27.

### MINERAL AND OTHER SURVEYS.

The Mines Act, 1892, requires that applicants to purchase or lease mining lands in unsurveyed territory shall file surveyor's plans, field notes and descriptions by metes and bounds, of their locations, in the Department before any sale or lease is carried out.



Under Orders-in-Council of dates January 23rd, 1892, and September 22nd, 1893, applicants to purchase islands or locations for agricultural purposes in unsurveyed territory are required to file surveyor's plans, field notes and descriptions by metes and bounds of their locations, of form and size, as prescribed by the Mines Act, 1892.

Under these regulations a number of applicants in the districts of Algoma, Nipissing, Rainy River and Thunder Bay have filed plans, etc., and an area of 6,689 acres has been sold and patented to them, for which \$11,327 has been received; and an area of 5,322 acres has been leased at \$1 per acre for the first year's rental.

Under 56 Victoria, chapter 6, Ontario, 38 acres of land, and land covered with water, at Sault Ste. Marie, district of Algoma, has been patented, for which \$32,760 in debentures of the town of Sault Ste. Marie, have been received and deposited with the Treasurer of the province.

The particulars relating to these surveys, sales and leases will be found in Appendices Nos. 16 and 17, pages 29 and 30.

#### COLONIZATION ROADS.

The work done during the year was as follows: Miles of new road constructed, 204; miles of road repaired, 565; bridges erected, 26, and many others repaired. The work done was carefully inspected and reported to be of a satisfactory and substantial character.

The net expenditure was \$116,879.78, the details of which are given in the Superintendent's Report, Appendix No. 41, page 66.

Respectfully submitted,

A. S. HARDY,

Commissioner.

DEPARTMENT OF CROWN LANDS,

TORONTO, December 31st, 1894.

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## APPENDICES.

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# APPENDIX NO. 1.

RETURN of Officers and Clerks, in the Department of Crown Lands, for the year 1894.

Branch.	Name.	Designation.	When appointed.	Salary per annum.	Remarks.
	Hon. A. S. Hardy.	Commissioner	1889, January 19th	\$ 4,000 00	
	Aubrey White	Assistant Commissioner	1892, January 1st	2,800 00	
	George Kennedy	Law Clerk	1872, February 1st	2,000 00	
	F. Yeigh	Shorthand Writer and Clerk.	1880, March 1st	1,250 00	
		Inspector of Agencies		150 00	
	A. Kirkwood	Chief Clerk.	1854, March 21st	1,900 00	
	J. J. Murphy	Clerk in charge of Free Grants	1872, May 1st	1,400 00	
	Julian Sale	"	1871, August 5th	950 00	
	E. S. Williamson	"	1889, May 1st	850 00	
	C. J. M. Hardy	"	1890, May 31st	750 00	
Sales and Free Grants	G. B. Kirkpatrick	Director of Surveys.	1865, January 30th	2,000 00	
	W. Revell	Clerk	1871, October 2nd	1,300 00	
	W. F. Lewis	"	1872, February 5th	1,000 00	
	J. M. Grant	Chief Clerk, Patents	1860, May 12th	1,000 00	
Surveys, Patents and Roads	Pedro Alma	Clerk	1871, August 1st	1,400 00	
	Henry Smith	Superintendent of Colonization Roads.	1881, January 1st	1,250 00	
	C. Cashman	Clerk	1872, September 1st	1,900 00	
	J. H. Bradshaw	"	1872, September 1st	1,150 00	
			1884, June 1st	850 00	
	J. A. G. Crozier	Chief Clerk	1867, December 1st	1,750 00	
	Theo. C. Taylor	Clerk	1888, August 1st	1,400 00	
	H. E. Hardy	"	1883, November 1st	1,100 00	
	Kenneth A. Miller	"	1891, November 1st	1,000 00	
Woods and Forests	J. J. Kelly	"	1888, March 19th	950 00	
	Alex. McLaren	"	1890, May 22nd	850 00	
	John Durkin	"	1893, November 15th	950 00	



# APPENDIX NO. 1.—*Concluded.*

Return of Officers and Clerks, in the Department of Crown Lands, for the year 1894.

Branch.	Name.	Designation.	When appointed.	Salary per annum.	Remarks.
Accounts	D. G. Ross	Accountant	1861, April 15th	\$ 1,800 00	
	E. Leigh	Clerk	1873, December 20th	1,200 00	
	M. J. Ferris	"	1892, April 1st	850 00	
	C. P. Higgins	"	1873, July 1st	1,100 00	
	C. S. Jones	Registrar	1890, May 22nd	1,500 00	
Bureau of Mines	A. Blue	Director of Mines	1891, May 8th	2,500 00	
	T. W. Gibson	Secretary and Shorthand Writer	1891, June 19th	1,400 00	
	Aaron Slaght	Inspector	1890, April 18th	750 00	
	A. P. Coleman	Geologist and Mineralogist	1894, January 1st	500 00	
	F. Frank	Messenger and Office Keeper	1886, December 1st	600 00	
	Harry Lake	Messenger and Telephone Boy	1891, October 7th	300 00	
	W. R. Ledger	Messenger and Clerk	1894, February 15th	450 00	Died, September, 1894.

D. GEO. ROSS,  
Accountant.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1894.

# APPENDIX No. 2.

List of Crown Land Agents for the disposal of Free Grants, for 1894.

Name.	District or county.	Date of appointment.	Salary per annum.	Remarks.
Armstrong, John	Lake Temiscamingue, District of Nipissing...	1893, October	\$ 500 00	Agency closed 31st Dec., 1894.
Anderson, D.	Part of Peterborough	1870, November	500 00	Reduced to \$100 per annum.
Best, S. G.	" Parry Sound District	1875, March	500 00	Agent for sale of lands.
Campbell, A.	" Rainy River District	1891, May	200 00	
Cockburn, J. D.	Nipissing District	1884, May	500 00	
Fieiding, W.	Part of Victoria	1882, February	500 00	
Gilligan, B. J.	" Nipissing District	1884, March	500 00	
Hamilton, G.	St. Joseph Island	1890, September	200 00	
Handy, E.	Part of Parry Sound District	1879, January	500 00	
Hollands, C. J.	Town plot of Alberton	1892, October	300 00	
Kirk, W.	Part of District of Muskoka	1892, July	500 00	
Mackay, T.	" Parry Sound District	1881, December	500 00	(Salary reduced to \$250 per annum.
Macpherson, R.	Frontenac	1871, July	500 00	Agent for sale of lands.
Marsh, R. J. F.	" Rainy River District	1891, May	200 00	Salary reduced to \$200 per annum.
McDonald, D. G.	" Algoma District	1888, December	500 00	" 300
Nichols, W. L.	" " "	1885, August	500 00	Agent for sale of lands.
Reeves, J.	" Nipissing District	1872, February	500 00	Salary reduced to \$400 per annum.
Ruttan, J. F.	" Thunder Bay District	1889, May	250 00	
Ryan, T. J.	" Algoma District	1888, June	500 00	
Scarlett, J. S.	" Parry Sound District	1880, June	500 00	
Stewart, C. R.	" Hastings and Peterborough	1882, May	500 00	Salary reduced to \$800 per annum.
Stewart, James	" Renfrew	1891, September	400 00	
Tait, J. R.	" Hastings	1869, May	500 00	Salary reduced to \$100 per annum.
Turner, William	" Algoma District	1882, October	200 00	Salary reduced to \$300 per annum.
Whelan, J.	" Renfrew	1884, September	500 00	
Wilson, Wm.	" Rainy River District	1891, June	200 00	Salary reduced to \$100 per annum.
Wood, Amos W.	" Frontenac and Addington	1892, December	200 00	

D. GEO. ROSS,  
Accountant.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1894.

## APPENDIX No. 3.

STATEMENT of Lands Sold and Leased, Amount of Sales, and Amount of Collections on Sales and Leases for the year 1894.

Service.	Acres sold and leased.	Amount of sales.	Amount collected on sales and leases.
		\$ c.	\$ c.
Railway Lands .....	2,046 $\frac{1}{2}$	1,997 75	950 73
Crown Lands .....	28,048 $\frac{1}{4}$	63,922 97	39,086 27
Clergy Lands .....	1,523 $\frac{3}{4}$	1,901 10	4,675 05
Common School Lands .....	120	190 00	14,594 81
Grammar School Lands .....	437 $\frac{3}{4}$	485 75	1,845 20
Rent .....	7,435 $\frac{1}{8}$	.....	12,640 09
Total .....	39,611 $\frac{1}{8}$	68,497 57	73,792 15

D. GEO. ROSS,  
Accountant,

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1894.

## APPENDIX NO. 4.

STATEMENT of the Revenue of the Department of Crown Lands for the year 1894.

Service.	\$ c.	\$ c.
<i>Land Collections :</i>		
Railway Lands .....	950 73	
Crown Lands.....	39,086 27	
Clergy Lands.....	4,675 05	
Common School Lands.....	14,594 81	
Grammar School Lands.....	1,845 20	
Rent.....	12,640 09	
		73,792 15
<i>Woods and Forests :</i>		
Timber dues .....	844,216 21	
Ground rent .....	66,865 77	
Bonus .....	69,415 42	
		980,497 40
Casual fees.....	406 43	
Cullers' fees .....	273 25	
Fishery Licenses .....	384 00	
		1,063 68
<i>Expenditure Refunds :</i>		
Surveys .....		2,179 47
		1,057,532 70

AUBREY WHITE,  
Assistant Commissioner.D. GEO. ROSS,  
Accountant.DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1894.



## APPENDIX No. 5.

STATEMENT of the Receipts of the Department of Crown Lands which are considered as special funds for the year 1894.

Service.	\$ c.	\$ c.
<i>Clergy Lands:</i>		
Principal .....	2,992 62	
Interest .....	1,682 43	4,675 05
<i>Common School Lands:</i>		
Principal .....	5,111 14	
Interest .....	9,483 67	14,594 81
<i>Grammar School Lands:</i>		
Principal .....	1,213 99	
Interest .....	631 21	1,845 20
<i>Railway Lands:</i>		
Principal .....	944 48	
Interest .....	6 25	
Rent .....	17 70	968 43
		22,083 49

AUBREY WHITE,  
Assistant Commissioner.

D. GEO. ROSS,  
Accountant.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1894.

## APPENDIX No. 6.

Statement of the Disbursements of the Department of Crown Lands for the year 1894.

Name.	\$ c.	\$ c.	\$ c.
<b>SALARIES.</b>			
<i>Land.</i>			
Anderson, D. ....	500 00		
Armstrong, J. ....	500 00		
Best, S. G. ....	500 00		
Browne, C. P. ....	83 30		
Campbell, A. ....	200 00		
Cockburn, J. D. ....	500 00		
Fielding, William. ....	500 00		
Gilligan, B. J. ....	500 00		
Handy, E. ....	500 00		
Hamilton, George ....	200 00		
Holland, C. J. ....	200 00		
Kirk, William. ....	500 00		
McDonald, D. G. ....	500 00		
Mackay, T. ....	500 00		
Macpherson, R. ....	500 00		
Marsh, R. J. ....	200 00		
Nichols, W. L. ....	500 00		
Reeves, James. ....	500 00		
Ruttan, J. F. ....	250 00		
Ryan, T. J. ....	500 00		
Scarlett, J. S. ....	500 00		
Stewart, Jas. ....	400 00		
Stewart, C. R. ....	500 00		
Tait, J. R. ....	500 00		
Turner, Wm. ....	200 00		
Whelan, Jno. ....	500 00		
Wilson, Wm. ....	200 00		
Wood, Amos W. ....	200 00		
		11,133 30	
<i>Timber.</i>			
Campbell, P. C. ....	1,600 00		
Margach, Wm. ....	1,600 00		
Macdonald, D. G. ....	1,600 00		
Munro, H. ....	1,200 00		
McWilliams, J. B. ....	2,187 66		
Tassé, D. ....	100 00		
		8,287 66	
<b>AGENTS' DISBURSEMENTS.</b>			
<i>Land.</i>			
Anderson, D. ..	3 00		
Armstrong, J. ....	91 40		
Best, S. G. ....	30 00		
Brown, C. P. ....	10 42		
Cockburn, J. D. ....	17 71		
Fielding, W. ....	7 11		
Handy, E. ....	16 89		
Holland, C. J. ....	13 68		
Kirk, Wm. ....	19 38		
Mackay, T. ....	7 29		
Marsh, R. J. ....	11 05		
Carried forward. ....	227 93	19,420 96	

APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1894.

Name.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....	227 93	19,420 96	.....
<b>AGENTS' DISBURSEMENTS.—<i>Continued.</i></b>			
<i>Land.—Continued.</i>			
Nichols, W. L.....	18 91		
Ruttan, J. F.....	37 25		
Ryan, T. J.....	12 25		
Scarlett, J. S.....	5 00		
Stewart, Jas.....	8 50		
Stewart, C. R.....	9 14		
Tait, J. R.....	8 94		
Whelan, John.....	4 41		
Wood, Amos W.....	4 05	336 38	
<i>Timber.</i>			
Campbell, P. C.....	336 30		
Margach, Wm.....	751 17		
Macdonald, D. F.....	238 68		
Munro, H.....	200 70		
McWilliams, J. B.....	643 34	2,170 19	
<i>Miscellaneous.</i>			
Bethune, J., inspection.....	5 00		
Belding, W. W., ".....	50 00		
Doyle, R. J., inspecting.....	6 50		
Gibson, Thos., travelling expenses.....	52 75		
Jones, C. S.,.....	57 65		
McRae, J., inspecting.....	10 00		
Ogema, F., compensation for loss of effects in Mattawa river.....	14 00		
Perras, H., compensation for loss of effects in Mattawa river.....	14 00		
Taylor, T. C., travelling expenses.....	45 15		
White, Aubrey, travelling expenses.....	26 00		
Young, William, inspections.....	242 45	523 50	
<b>CROWN TIMBER AGENCY, OTTAWA.</b>			
Darby, E. J., acting agent.....	1,200 00		
Larose, S. C., clerk.....	900 00		
Rainboth, E. J., surveyor.....	250 00	2,350 00	
Disbursements.....	.....	736 18	3,086 18
<b>CROWN TIMBER OFFICE, QUEBEC.</b>			
Nicholson, B., agent.....	1,400 00		
Harney, Thos., messenger and caretaker, (\$50 on account of 1893 salary).....	150 00	1,550 00	
Disbursements.....	.....	409 10	1,959 10
<i>Carried forward</i> .....	.....	.....	27,496 31

## APPENDIX No. 6.—Continued.

Statement of the Disbursements of the Department of Crown Lands for the year 1894.

Name.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....			27,496 31
<b>FISHERY SERVICE.</b>			
<i>Salaries of Overseers.</i>			
Bilton, Geo.....	75 00		
Bole, D.....	100 00		
Clark, N.....	50 00		
Emmons, Jno.....	50 00		
Huntingdon, S. A.....	100 00		
Johnson, J. A.....	200 00		
Little, Jno. T.....	50 00		
Moore, F. J.....	75 00		
McCann, Peter.....	50 00		
McKewen, S. R.....	50 00		
McKirdy, Wm.....	50 00		
Seidewand, G. E.....	50 00		
Sliter, A. E.....	50 00		
Sly, Lester.....	50 00		
Smith, R.....	50 00		
Wilmot, H. J.....	50 00		
		1,100 00	
<i>Disbursements of Overseers.</i>			
Bole, Duncan.....	64 00		
Johnson, J. A.....	80 00		
Moore, F. J.....	56 65		
Sly, Lester.....	2 50		
		203 15	
Docket Printing Co., copies of game and fish laws.....		50 00	
			1,353 15
<b>WOOD RANGING.</b>			
Anderson, Robt.....		18 00	
Bremner, J. L.....		625 00	
Brady, John.....		1,030 00	
Belding, W. W.....		58 70	
Christie, W. P.....		724 82	
Clegg, S.....		28 00	
Connolly, B. G.....		208 00	
Fraser, Duncan.....		210 75	
Garrow, E.....		1,156 22	
Gardner, Jno.....		28 00	
Halliday, John.....		965 00	
Halliday, James.....		1,024 50	
Henderson, Chas.....		920 55	
Hanes, J. L.....		279 95	
Johnson, S. M.....		1,659 40	
Kennedy, John.....		1,112 00	
Ludgate, Theo.....		1,495 75	
Malone, W. P.....		698 00	
Moore, D. H.....		1,403 35	
Margach, Wm.....		500 00	
McCogherty P.....		1,229 21	
<i>Carried forward</i> .....		15,375 20	28,849 46



APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1894.

Name.	• \$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....		15,375 20	28,849 46
<i>WOOD RANGING,—Continued.</i>			
McSherry, P. ....		486 35	
McGauley, J. ....		3 75	
McGown, Wm. ....		1,192 24	
McGown, Thos. ....		455 00	
Paget, Geo. ....		1,621 85	
Robinson, Wm. ....		738 87	
Russell, Wm. ....		1,601 08	
Regan, John ....		1,349 90	
Smith, J. W. ....		1,389 70	
Sullivan, John ....		1,324 00	
Sinclair, F. ....		850 00	
Sinclair, A. G. ....		204 00	
Turgeon, J. B. ....		197 00	
Workman, Jno. ....		276 25	
White, J. B. ....		1,193 80	
Wickens, A. E. ....		216 00	
			28,474 99
<i>FIRE RANGING.</i>			
Alexander, S. ....	66 00		
Disbursements. ....	27 00		
		93 00	
Argue, Wm. .... 1893	210 00		
do. .... 1894	246 00		
		456 00	
Airhart, Wm. ....	124 00		
Disbursements. ....	39 00		
		163 00	
Bartlett, Wm. ....	262 00		
Disbursements. ....	144 75		
		406 75	
Boland, Wm. ....		258 00	
Beaton, D. H. ....	44 00		
Disbursements. ....	10 80		
		54 80	
Brown, Hugh R. ....		204 00	
Bell, Wm. ....	102 00		
Disbursements. ....	1 00		
		103 00	
Buchan, F. ....		40 00	
Boland, A. G. ....		238 00	
Cole, John. ....	262 00		
Disbursements. ....	43 50		
		305 50	
Carter, R. ....		204 00	
Campbell, Jas. ....		248 00	
Cole, George. ....		456 00	
Christie, W. P. ....		400 00	
Cochrane, John ....		262 00	
Crombie, John ....		228 00	
Carlin, Thos. ....	180 00		
Disbursements. ....	109 15		
		289 15	
<i>Carried forward</i> .....		4,409 20	57,324 45

## APPENDIX No. 6.—Continued.

Name.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....		4,409 20	57,324 45
<b>FIRE RANGING.—Continued.</b>			
Creswell, Wm. ....	68 00		
Disbursements .....	126 50		
Columbus, Wm. ....		194 50	
Desayeoux, Felix .....		212 00	
Driver, Jos .....		262 00	
Dewar, D .....		248 00	
Dubeault, J .....		66 00	
Dallas, D .....		162 00	
Dawkins, John .....		262 00	
Dupond, I .....		262 00	
Drum, P .....	246 00	160 00	
Disbursements .....	205 75		
Etmanski, John .....	262 00	451 75	
Disbursements .....	15 00		
Fitzhenry, John .....		277 00	
Fairhall, E .....		136 00	
Foisy, M .....		204 00	
French, John .....		88 00	
Gourgeon, A .....		262 00	
Grawberger, Theo .....		262 00	
Graham, James .....		212 00	
Gill, Chas .....		154 00	
Gault, John .....	354 00	88 00	
Disbursements .....	195 00		
Grozelle, A. D .....	250 00	549 00	
Disbursements .....	69 50		
Gouldie, E. J .....		319 50	
Gunter, H. M .....		258 00	
Graham, R. A .....		260 00	
Huckson, A. H .....	1893	262 00	
Hadley, J. J .....		238 00	
Humphreys, T. W .....		250 00	
Harvey, H .....		262 00	
Hurst, H .....		252 00	
Hoff, Morris J. S .....		190 00	
Hoskin, James .....		216 00	
Johnston, W. R .....	1893	262 00	
do .....	1894	264 00	
		262 00	
Jones, C. A .....		526 00	
Kirby, John .....		194 00	
Kelly, F .....		316 00	
Kennedy, R .....		262 00	
Keown, J .....		50 00	
Livingstone, Joseph .....	1893	238 00	
do .....	1894		
		198 00	
		196 50	
Laselle, Henry N .....	132 00	394 50	
Disbursements .....	733 96		
Lecuyer, Joseph .....		865 96	
Disbursements .....		205 05	
<i>Carried forward</i> .....		14,742 46	57,324 45

APPENDIX No. 6.—*Continued.*

Name.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....		14,742 46	57,324 45
<i>FIRE RANGING.—Continued.</i>			
Latour, A....		262 00	
Langevin, Jos .....		200 00	
Letang, Jos .....		142 00	
Lunan, Duncan.....		194 00	
Lamb, P.....	212 00		
Disbursements.....	12 58		
		224 58	
Lemyre, M.....		48 00	
Lindsay, John .....		146 00	
Labrash, James.....		194 00	
McNab, W. C.....			
Disbursements.....		31 60	
McColl, A.....		254 00	
McRae, John.....		216 00	
McDougall, D.....		258 00	
McChesney, Samuel .....	218 00		
Disbursements.....	257 80		
		475 80	
McConkey, R ....		38 00	
McNab, W. C.....	260 00		
Disbursements.....	9 90		
		269 90	
McFarlane, John .....		188 00	
McDermott, E.....	262 00		
Disbursements.....	40 00		
		302 00	
McAlpine, John.....		180 00	
McLean, John.....	44 00		
Disbursements.....	124 01		
		168 01	
McDougall, John .....		480 00	
McKay, Angus.....	262 00		
Disbursements.....	25 00		
		287 00	
McCreight, John .....	248 00		
Disbursements.....	5 70		
		253 70	
McColl, C. J.....		262 00	
MacKay, J. S.....		50 00	
Milne, S. A.....		170 00	
Margach, J. A.....	292 00		
Disbursements.....	193 75		
		485 75	
Maher, P.....		238 00	
Marquet, C. F.....		68 00	
Nevers, C.....		260 00	
Newton, F.....	68 00		
Disbursements.....	167 74		
		235 74	
O'Neil, A. J.....		250 00	
Piper, R.....		170 00	
Putvin, J.....		224 00	
Pilon, O.....		262 00	
Rawson, E.....		62 00	
Ranger, A.....		262 00	
Ritchie, L.....		238 00	
Rouse, John.....		262 00	
Ryan, John .....		262 00	
<i>Carried forward</i> .....		23,316 54	57,324 45

## APPENDIX No. 6.—Continued.

Name.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....		23,316 54	57,324 45
<i>FIRE RANGING.—Continued.</i>			
Sage, Nelson .....	250 00		
Disbursements.....	10 64		
		260 64	
Saunders, Levi .....			
Disbursements.....		54 00	
Smiley, Wm. H. ....		110 00	
Slade, William.....		238 00	
Smith, W. J. ....	143 00		
Disbursements.....	14 12		
		157 12	
Stewart, Joseph ....		232 00	
Sheehan, W. J. ....		244 00	
Scantlin, John A. ....		110 00	
Towell, George .....			
Disbursements .....		179 97	
Vinson, C. ....		50 00	
Varty, Henry .....		5 00	
Wilder, H. J. .... 1893	264 00		
do .....	158 00		
		422 00	
Wallace, W. J. ....	262 00		
Disbursements.....	119 00		
		381 00	
Wells, John R. ....		234 00	
Welsh, Edward.....		104 00	
Young, William.....		178 00	
		26,276 27	
Less amount refunded by limit holders .....		11,545 86	
			14,730 41
<i>Bureau of Mines.</i>			
A. Blue, salary .....	2,500 00		
do disbursements .....	67 40		
		2,567 40	
T. W. Gibson, salary .....		1,400 00	
A. Slaght do .....	750 00		
do disbursements.....	310 40		
		1,060 40	
A. P. Coleman, salary .....	500 00		
do disbursements .....	775 70		
		1,275 70	
J. Burwash, services .....	88 50		
do disbursements .....	5 25		
		93 75	
Printing and stationery .....	127 55		
Postage, express and telegraphing .....	233 28		
		360 83	
Subscriptions and advertising .....	403 20		
Maps .....	32 85		
		436 05	
Cases and tables for mineral exhibit.....	134 75		
Photographic supplies.....	48 77		
		183 52	
Sundries .....		41 32	
			7,418 97
<i>Carried forward</i> .....			79,473 83



## APPENDIX No. 6.—Continued.

Name.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....			79,473 83
Refunds.....			11,454 36
Colonization roads .....			116 879 78
Surveys .....			38,783 76
Board of Surveyors .....			150 00
Algonquin Park .....			4,126 00
Rondeau Park.....			1,405 28
<i>Cullers' Examinations.</i>			
Garrow, E., services .....	32 00		
Disbursements .....	32 33		
Henderson, C., services .....	16 00	64 33	
Disbursements .....	12 20		
Kennedy, J. C., services .....	20 00	28 20	
Disbursements .....	11 70		
McGowan, W., services .....		31 70	
McClelland, J., services .....	8 00	8 00	
Disbursements .....	2 50		
Tait, J. B., services .....	12 00	10 50	
Disbursements .....	8 10		
Advertising .....	6 00	20 10	
Stationery.....	90		
		6 90	
<i>Contingencies.</i>			169 73
Printing and binding.....	1,944 27		
Stationery .....	1,518 82		
Typewriter .....		3,463 09	
Postage, express and telegraphing .....		122 50	
Advertising and subscriptions .....		1,445 81	
Cab hire.....		403 15	
Extra clerks.....		110 75	
Caretaker and messenger.....	600 00	1,532 00	
Clerk and messenger.....	453 00		
Messenger telephone boy.....	150 00		
Sundries .....		1,203 00	
		105 23	
			8,385 53
Total .....			260,828 27

D. GEORGE ROSS,  
Accountant.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1895.

## APPENDIX No. 7.

Special votes expended under the direction of the Department during the year 1894.

Service.	\$ c.	\$ c.	\$ c.
<i>Diamond Drill.</i>			
Machinery .....	3,601 67		
Freight and express .....	88 95		
Duty .....	356 92		
		4,047 54	
Carbons .....		1,370 66	
Supplies and labor .....		352 30	
Advertising .....		91 62	
A. Blue, travelling expenses .....	172 35		
A. M. Wickens, travelling expenses .....	16 70		
		189 05	
R. C. McCorquodale, services .....	198 39		
do disbursements .....	83 82		
		282 21	
A. Cossette, services .....	200 00		
Disbursements .....	40 00		
		240 00	
W. C. Tait, services .....		83 32	
Hamilton Merritt, services .....		112 50	
			6,769 20
<i>Prospectors' Classes, Sudbury.</i>			
W. E. Boustead and W. A. Parks, services .....	307 50		
Disbursements .....	108 15		
		415 65	
Printing and advertising .....		17 61	
Supplies .....		87 27	
			520 53
<i>Prospectors' Classes, Algoma West.</i>			
W. E. Boustead and W. A. Parks, services .....	307 50		
Disbursements .....	200 55		
		508 05	
J. Galbraith, services .....	13 00		
Disbursements .....	1 21		
		14 21	
Printing and advertising .....		27 62	
			549 88
Pigeon river slide and dam .....			7,097 51
Rainy River relief .....			1,322 63
Colonization pamphlets .....			1,835 88
Total .....			18,095 63

D. GEO. ROSS,  
Accountant.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1894.

## APPENDIX No. 8.

## WOODS AND FORESTS.

Statement of revenue collected during the year ending 31st December, 1894.

	\$ c.	\$ c.
Amount of Western District collections at Department .....	623,318 80	
“ “ “ Quebec.....	24,295 42	
		647,614 22
Amount of Belleville collections .....	86,660 63	
		86,660 63
Amount of Ottawa collection.....	237,614 10	
“ “ at Quebec. ....	8,608 45	
		246,222 55
Total .....		980,497 40

AUBREY WHITE,  
Assistant Commissioner.

J. A. G. CROZIER,  
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,  
WOODS AND FOREST BRANCH,  
TORONTO, 31st December, 1894.

## APPENDIX

## WOODS AND

## Statement of timber and amounts accrued from timber dues, ground

Agencies.	QUANTITY AND						
	Area covered by timber licenses.	Saw logs.				Boom and	
		Pine.		Other.		Pine.	
		Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.
Western Timber District.	8,192	5,452,732	428,406,588	75,881	2,751,005	37,744	7,551,224
Belleville Timber District	1,524	348,857	39,965,980	9,953	407,407	6,096	1,446,546
Ottawa Timber District..	7,811	1,771,858	144,709,192	45,857	3,217,099	57,527	8,703,860
Total .....	17,527	7,573,447	613,081,760	131,691	6,375,511	101,367	17,701,630

## GENERAL STATEMENT OF

Agencies.	Cedar lineal feet.	Cordwood.		Tan bark.	Pulp wood.	Railway ties.	Posts.	Shingle bolts.
		Hard cords.	Soft cords.	Cords.	Cords.	Pieces.	Cords.	Cords.
Western Timber District .....		112	13,543	27	10,641	555,993	2,660	2,553
Belleville Timber Distr't	49,190	100	932	.....	.....	12,745	416	370
ttawa Timber District.	.....	.....	.....	.....	152	624	.....	.....
Total ....	49,190	212	14,475	27	10,793	569,362	3,076	2,923

J. A. G. CROZIER,  
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS, WOODS AND FORESTS BRANCH,  
TORONTO, 31st December, 1894.



No. 9.

## FORESTS.

rent and bonus during the year ending 31st December, 1894.

## DESCRIPTION OF TIMBER.

dimension timber.		Square timber.							
Other.		White pine.		Birch, ash and hemlock.		Tamarac.		Maple.	
Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.
5,624	636,314	12,125	604,048	{ B 17 A 64	497 1,854	} 39		1 29	
223	34,152	179	8,851	{ B 22 A 4	845 130				
9,367	577,299	10,772	560,677	H 437	8,025				
15,214	1,247,765	28,076	1,173,576	B 39 A 68 H 437	1,342 1,984 8,025	39		1 29	

TIMBER, ETC.—*Continued.*

Telegraph poles.	Hop poles.	Piles and head blocks.		Interest and trespass.	Amounts accrued.			
Pieces.	Pieces.	Pieces.	Feet.		Timber dues.	Bonus.	Ground rent.	Total.
2,646	74	2,116	279,854	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
824	.....	.....	.....	13,336 57	521,686 36	75,291 88	37,762 50	648,077 31
.....	.....	.....	.....	1,636 02	47,128 38	.....	6,039 76	54,804 16
.....	.....	.....	.....	2,632 15	166,070 65	.....	20,919 00	189,621 80
3,470	74	2,116	279,854	17,604 74	734,885 39	75,291 88	64,721 26	892,503 27

AUBREY WHITE,  
Assistant Commissioner.

## APPENDIX No. 10.

Return of the number of locations, and of acres located ; of purchasers and of acres sold ; of lots resumed for non-performance of the settlement duties, and of patents issued under the "Free Grants and Homesteads Act," during the year 1894.

Townships.	District or county.	Agent.	No. of persons located.	No. of acres located.	No. of purchasers.	No. of acres sold.	No. of lots resumed.	No. of patents issued.
Baxter .....	Maskoka	Wm. Kirk, Bracebridge	3	389	1	9	1	2
Brunel .....			2	200	.....	.....	2	2
Chaffey .....			4	500	1	100	1	4
Draper .....			9	1,149	1	1	6	1
Franklin .....			4	525	.....	.....	2	2
Macaulay .....			4	495	.....	.....	2	.....
Medora .....			5	795	.....	.....	4	4
Monck .....			1	231	.....	.....	.....	.....
Morrison .....			1	96	.....	.....	1	2
Maskoka .....			2	233	.....	.....	.....	1
McLean .....			5	500	.....	.....	5	2
Oakley .....			7	829	.....	.....	5	3
Ridout .....			6	786	.....	.....	5	.....
Ryde .....			1	100	1	15	1	2
Sinclair .....			25	3,679	.....	.....	15	5
Sherborne .....			.....	.....	.....	.....	.....	.....
Stephenson .....			5	698	1	2	1	2
Stisted .....			5	501	1	29	5	2
Watt .....			14	1,895	2	158	8	7
Wood .....			.....	.....	.....	.....	.....	4
Cardwell .....	Parry Sound	Theresa MacKay, Parry Sound.	11	1,698	.....	.....	6	2
Carling .....			8	1,058	2	118	10	3
Christie .....			.....	.....	.....	.....	.....	.....
Ferguson .....			6	867	.....	.....	3	1
Foley .....			.....	.....	.....	.....	1	1
Hagerman .....			.....	.....	.....	.....	2	.....
Humphrey .....			6	976	.....	.....	10	2
Monteith .....			1	97	.....	.....	.....	3
McConkey .....			1	200	.....	.....	.....	.....
McDougall .....			.....	.....	.....	.....	.....	3
McKenzie .....			2	300	.....	.....	5	1
McKellar .....			.....	.....	.....	.....	2	1
Shawanaga .....			2	294	.....	.....	.....	.....
Wilson .....			2	333	1	10	.....	.....

Chapman.....	11	1,227	1	1	8	6
Croft .....	7	1,164	.....	.....	.....	1
Ferrie .....	1	200	.....	.....	.....	1
Gurd .....	8	1,300	1	5	3	3
Lount .....	4	482	.....	.....	.....	4
MacIsaac .....	5	774	.....	.....	6	3
Mills .....	2	321	.....	.....	.....	1
Pringle .....	.....	.....	.....	.....	.....	1
Ryerson .....	2	200	.....	.....	4	4
Spence .....	4	529	.....	.....	4	3
Strong .....	11	1,475	.....	.....	14	9
Armour .....	8	980	.....	.....	5	4
Bethune .....	14	2,333	4	17	9	2
Joly .....	8	1,164	.....	.....	15	3
McMurrich .....	4	382	.....	.....	4	5
Perry .....	9	1,516	1	20	13	1
Proudfoot .....	2	368	.....	.....	.....	.....
Chisholm .....	52	8,587	.....	.....	.....	.....
Hardy .....	1	200	.....	.....	2	.....
Hinsworth .....	43	5,194	.....	71	20	8
Laurier .....	18	2,928	2	.....	13	.....
Nipissing .....	13	1,798	.....	.....	9	7
Patterson .....	.....	.....	.....	.....	.....	.....
Anson .....	3	298	.....	.....	6	2
Glamorgan .....	.....	.....	.....	.....	1	.....
Hindon .....	3	250	.....	.....	1	1
Lutterworth .....	4	438	.....	.....	4	.....
Minden .....	6	600	.....	.....	3	3
Snowdon .....	2	201	.....	.....	.....	1
Stanhope .....	.....	.....	.....	.....	.....	.....
Anstruther .....	3	500	.....	.....	2	1
Chandos .....	2	300	1	20	1	3
Cardiff .....	4	599	1	20	2	3
Monmouth .....	12	1,718	1	9	8	3
Burleigh .....	3	372	.....	.....	.....	.....
Methuen .....	3	500	.....	.....	.....	.....
Peterboro' .....	13	1,770	1	26	2	2
do .....	6	651	.....	.....	8	5
Haliburton .....	3	317	.....	.....	1	2
do .....	1	100	.....	.....	.....	1
Peterboro' .....	4	451	.....	.....	5	1
do .....	.....	.....	.....	.....	.....	.....
Peterboro' .....	2	250	.....	.....	.....	2
do .....	7	1,033	1	6	5	1
Hastings .....	.....	.....	.....	.....	9	4
do .....	.....	.....	.....	.....	.....	.....
McClure .....	.....	.....	.....	.....	.....	.....
Wicklow .....	.....	.....	.....	.....	.....	.....
Carlow .....	.....	.....	.....	.....	.....	.....
Cashel .....	.....	.....	.....	.....	.....	.....
Dungannon .....	.....	.....	.....	.....	.....	.....
Faraday .....	.....	.....	.....	.....	.....	.....

APPENDIX No. 10.—*Concluded.*

Townships.	District or county.	Agent.	No. of persons located.	No. of acres located.	No. of purchasers.	No. of acres sold.	No. of lots resumed.	No. of patents issued.
Herschel .....	{ Hastings .....	{ J. R. Tait, L'Amable .....	7	1,016	1	60	2	5
Limerick .....			4	550			5	1
Mayo .....			5	858			1	1
Monteagle .....			11	1,253	2	3	5	6
Wollaston .....			1	104			2	4
Abinger .....	{ Addington .....	{ A. W. Wood, Plevna .....						
Denbigh .....							1	
Canonto, South .....							1	
do .....								8
Clarendon .....								2
Miller .....	{ do .....	{ .....					2	7
Palmerston .....							1	1
do .....							1	2
do .....								
do .....								
Algona, North .....	{ do .....	{ .....						
do South .....								
Brougham .....			1	100				1
Grattan .....			2	307	1	7	3	4
Hagarty .....			4	452				4
Richards .....	{ Renfrew .....	{ James Reeves, Eganville .....	1	100			1	9
Wilberforce .....								5
do .....			2	183	1	100		6
do .....								
do .....								
Brudenel .....	{ .....	{ .....	3	300				4
Griffith .....							1	
Lyndoch .....			2	210				2
Matawatchan .....								
Radcliffe .....			2	202				5
Raglan .....	{ Renfrew .....	{ John Whelan, Brudenel .....	4	400			4	6
Sebastopol .....							2	3
Sherwood .....			2	252			2	5
do .....								
do .....								
Alice .....	{ .....	{ .....	5	507	2	200	6	4
Buchanan .....			3	322	1	100		3
Fraser .....								
Head .....			1	200				
Maria .....			1	101				1
McKay .....	{ Renfrew .....	{ James Stewart, Pembroke .....						
Petewawa .....								
do .....								
do .....								
do .....			4	523			5	2
Rolph .....							1	1



Wylie .....		1	90			1	3
Cameron .....							1
Bonfield .....		16	1,850				8
Calvin .....		15	2,009		1		9
Ferris .....		35	4,126		1	12	4
Mattawan .....		9	1,083		1	5	3
Papineau .....		24	2,842		1	10	3
							1
Korah .....		1	160				
Parke .....		2	320				
Prince .....		3	404				
							1
Plummer .....							
							1
St. Joseph's Island .....		26	2,635				17
		10	1,608				12
Crooks .....							
Dorion .....							
Dawson Road .....							
Oliver .....							
Paipoonge .....		1	100				3
Gillies .....		1	160				5
Atwood .....		5	715				3
Blue .....							
Curran .....		8	1,120				1
Dilke .....		6	745				
Morley .....		12	1,793		3	141	9
Nelles .....		3	480				1
Patullo .....		5	790				
Roseberry .....		1	62		1	11	1
Shenston .....		3	471		1	18	4
Tait .....							1
Worthington .....		1	160				
Aylsworth .....							
Barwick .....							
Crozier .....		26	3,880		9	563	1
Devlin .....		3	480		2	80	
Lash .....		1	126				
Roddy .....		1	120		1	41	1
Woodyatt .....		2	277		1	90	1
Totals .....		736	99,435		55	2,079	437
							322

JOSEPH J. MURPHY,  
Clerk in Charge.

DEPARTMENT OF CROWN LANDS,  
TORONTO, December 31st, 1894.

AUBREY WHITE,  
Assistant Commissioner.

## APPENDIX No. 11.

## FISHERY OVERSEERS.

## UNDER THE ONTARIO FISHERIES ACT.

Name.	District.	Post Office Address.	Salary.
John H. Willmott.....	Muskoka District.....	Beaumaris.....	\$ c. 50 00
Francis James Moore.....	Peterborough, Victoria and Haliburton.....	Lakefield.....	75 00
Norman Clark.....	Lanark and parts of Frontenac and Addington.....	Mississippi Station.....	50 00
John T. Little.....	Part of Algoma District.....	Iron Bridge.....	50 00
Samuel B. McKewen.....	Manitoulin Island.....	Tekummah.....	50 00
Robert R. Smith.....	Renfrew County.....	Eganville.....	50 00
William McKirdy.....	River and Lake Nepigon and tributaries.....	Nepigon.....	50 00
Joseph Whalen.....	Thunder Bay District.....	Port Arthur.....	50 00
John Emmons.....	Rainy River District.....	Rat Portage.....	200 00
John A. Johnson.....	Parts of Parry Sound and Muskoka.....	Parry Sound.....	50 00
Justus B. Smith.....	Charleston Lake.....	Charleston.....	50 00
Peter McCann.....	Thames River and waters tributary.....	London.....	100 00
S. A. Huntington.....	Lake Nipissing, etc.....	North Bay.....	100 00
Duncan Bole.....	Algoma District.....	Sault Ste. Marie.....	50 00
Lester Sly.....	Parts of Frontenac and Leeds.....	Morton.....	75 00
George Bilton.....	do.....	Newboro'.....	50 00
A. E. Sliter.....	Gananoque River and Lakes.....	Morton.....	50 00
George E. Stedewand.....	Stony Lake, South River and tributaries.....	Sundridge.....	50 00
Isaac Gardiner.....	Rondeau Park.....	Huntsville.....	50 00
Daniel May.....	Bethune, Proudfoot and parts of other townships.....	Halleybury.....	50 00
John Armstrong.....	Lake Temiscamingue and tributaries.....		

A. KIRKWOOD.

AUBREY WHITE,  
Assistant Commissioner.DEPARTMENT OF CROWN LANDS,  
TORONTO, December, 1894.

# APPENDIX No. 12.

Statement of number of letters received and mailed by Department in 1892, 1893 and 1894.

Years.	Sales and Free Grants.	Accounts.	Surveys.	Woods and Forests.	Colonization Roads.	Totals.	Names indexed.	Enclosures.	Orders-in-Council.	Returned letters.	Mailed from Department.
1892.....	6,649	1,014	2,558	6,389	1,721	18,351	24,600	34,600	53	16	28,988
1893.....	6,478	839	2,464	5,480	2,084	17,345	24,100	34,000	33	32	28,406
1894.....	7,523	1,030	3,003	5,455	2,215	19,226	24,700	34,600	63	37	29,865

CHARLES S. JONES,  
Registrar.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1894.

AUBREY WHITE,  
Assistant Commissioner.

# APPENDIX No. 13.

Statement of municipal surveys for which instructions were issued during the year 1894.

No.	Name of Surveyor.	No.	Date of Instructions.	Description of survey.	Date when confirmed.
1	J. G. Sing .....	592	2nd March, 1894 .....	To survey that part of the blind line between the eleventh and twelfth concessions in rear of lots numbers nineteen to thirty inclusive, in the township of St. Vincent, and to plant durable monuments of stone or iron at the rear angles of said lots on said line .....	.....
2	C. A. Jones .....	593	20th April, 1894 .....	To survey lots numbers twenty-eight, twenty-nine, thirty and thirty-one, in the eighth concession of the township of Emiskillen, and to plant stone or iron monuments at the front and rear angles of said lots .....	.....
3	F. W. Farncomb .....	594	12th May, 1894 .....	To survey the line between the fourth and fifth concessions of the township of Hullett, in front of lots numbers six to eleven inclusive, and to define the road allowance between said concessions across said lots by planting stone or iron monuments at suitable intervals on each side thereof .....	.....
4	George Ross .....	595	10th September, 1894 ..	To survey the road allowance between lots numbers six and seven in the third concession of the township of Pelham, and to plant stone or iron monuments in such positions as will show the true eastern limit of said lot number seven and the true western limit of said lot number six, and also on either side of said allowance for road at the front and rear angles of said lots numbers six and seven abutting thereon .....	.....

GEORGE B. KIRKPATRICK,  
Director of Surveys.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1894.



# APPENDIX No. 14.

## Statement of municipal surveys confirmed during the year 1894.

No.	Name of Surveyor.	No.	Date of Instructions.	Description of survey.	Date when confirmed
1	David Williams.....	571	19th March, 1891 .....	To survey the fourth and fifth concession line in the township of Wolfe Island from lot number nine south of base line, southerly to Lake Ontario, and to mark the same by iron or stone monuments .....	12th February, 1894.
2	Frank Purvis.....	587	14th July, 1893 .....	To survey that part of the road allowance between the fourth and fifth concessions of the township of Pittsburg (reckoned from the west boundary) from the Rideau Canal easterly to side road between lots numbers eighteen and nineteen, and to define the said road allowance by permanent iron or stone monuments on each side thereof .....	29th May, 1894.
3	E. J. Rainboth .....	590	7th November, 1893....	To survey the road allowance between the first and second concessions Rideau Front across lots numbers thirty-one and thirty-five inclusive, in the township of Nepean, and to define the road allowance across said lots by permanent stone or iron monuments .....	3rd October, 1894.
4	John H. Moore.....	580	4th August, 1892 .....	To survey the boundary line between the townships of Ramsay and Packenham across the ninth concession, and to plant permanent stone or other durable monuments at the east and west ends of said concession in said township, and such other portions of said boundary as may be necessary.	17th October, 1894.

GEORGE B. KIRKPATRICK,  
Director of Surveys.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1894.

# APPENDIX NO. 15.

Statement of Crown Lands surveys completed and closed during the year 1894.

No.	Date of Instructions.	Name of Surveyor.	Description of survey.	Amount paid.	No. of acres.
1	27th June, 1893	David Beatty	Township of Rathburn.	\$ 90 13	22,001
2	3rd August, 1893	Francis Bolger	" Henry	148 43	23,549
3	22nd September, 1893.	J. W. Fitzgerald	Residue of the Township of Wylie	176 33	10,019
4	6th October, 1893	T. R. Deacon	Township of Jaffray	11 15	
5	1st November, 1893.	James Dickson	Inspection of Surveys, 1893	676 08	
6	21st February, 1894.	T. B. Speight	Marsh Lands at Long Point, Lake Erie	127 10	
7	7th March, 1894.	W. E. McMullen	South limit of Timber Berth 49 and north limits of Timber Berths 41 and 49	893 34	
8	15th May, 1894.	H. B. Proudfoot.	Re-positing part of Town Plot of Alberton	195 96	
9	31st May, 1894.	H. B. Proudfoot.	Township of Watlen	2,920 65	58,645
10	1st June, 1894.	T. R. Deacon	" Halkirk	1,429 55	19,190
11	14th July, 1894	H. B. Proudfoot	" Farrington	1,179 64	16,862
12	18th July, 1894	W. R. Burke	" McCallum	1,979 81	28,283
13	18th July, 1894	Francis Bolger	" James	1,629 25	23,275
14	18th July, 1894	W. M. Davis	" McWilliams	1,641 78	23,454
15	18th July, 1894	J. M. Tiernan	" Hamner	1,700 09	24,287
16	20th July, 1894	T. B. Speight	" Ledger	2,203 18	31,474
17	18th July, 1894	Alexander Baird	" McKinnon	1,717 66	34,538
18	18th July, 1894	Alexander Niven	Meridian and base lines, Rainy River District.	4,160 00	
19	18th July, 1894	J. P. B. Casgrain.	Township of Kelly	1,874 88	26,784
20	20th July, 1894	Coad & Robertson.	" Wisner	1,612 66	23,038
21	21st July, 1894	J. W. Fitzgerald	" Dickens	3,115 63	44,599
22	24th July, 1894	Elihu Stewart	Parts of outlines of Townships, Thunder Bay District	2,600 10	
23	8th September, 1894.	A. H. Macdougall.	Residue of Dorion	467 14	
24	11th September, 1894	James Dickson	Inspection of Surveys, 1894	1,522 16	
25	12th September, 1894.	Joseph Cozens	Residue of the Township of Lyon	1,676 50	23,950
26	26th September, 1894	Sherman Malcolm	Lots in Rondeau Provincial Park	290 00	
27		James Dickson	Expenses re Algonquin Park	567 76	
28		W. S. Davidson	Moving post in Township of Sombra.	4 50	
29		G. B. Kirkpatrick	Expenses investigating claims, Rat Portage, Lake of Woods and Rainy Lake; also Survey at Queenston.		
30		J. F. Whitson	Drawing maps	194 00	
31			Wm. Bowman, cost of survey of Island in Spring Lake.	1,150 00	
32			H. E. Baine, tracing of Rainy Lake	17 85	
			A. Robillard, copying field notes and documents.	3 50	
33			Calvin M. Smith, maps.	456 00	
34			The Copp, Clark Co., maps	180 50	
35			K. Sadler, copying evidence re Burlington Beach	140 00	
				30 45	
				\$38,783 76	433,748

AUBREY WHITE,  
Assistant Commissioner.

GEORGE B. KIRKPATRICK,  
Director of Surveys.

DEPARTMENT OF CROWN LANDS, TORONTO, 31st December, 1894.

## APPENDIX NO. 16.

Statement of lands which have been patented in unsurveyed territory in the Districts of Nipissing, Algoma and Thunder Bay during the year 1894.

No.	No. of description.	Patentees.	Designation of land.	Acres.	Amount.	Date of patents.
1	3026M.	R. T. Inglis .....	AL 86, part of Greno Island, east of Black Bay, Lake Superior .....	57	\$ 114	4th September, 1894.
2	3027M.	Isaac Parsons .....	Granite Location No. 3, Pointe Brule, Lake Superior .....	21	42	25th September, 1894.
3	3028M.	R. A. Hazlewood .....	AL 86, Otter Bay, Lake Superior .....	31	61	3rd October, 1894.
4	47757C.L.S.	Gustavus Hamilton .....	La Pointe Islands, near Spanish River .....	10	50	19th October, 1894.
5	47765C.L.S.	E. M. Fowler, A. Hill, E. C. Whitney .....	North halves of lots 5, 6, 7 in concession IV; lots 5, 6, 7, 8 and 9, and part of lot 10, west of Poverty Creek, in concession V; lots 5, 6, 7, 8 and 9 and part of 10, west of Madawaska River in concession VI., all in the Township of Airey .....	1,056	528	1st November, 1894.
6	47809C.L.S.	Ontario and Sault Ste. Marie Light and Power Co.	Land, and land covered by water at foot of Rapids, St. Mary's River .....	27	135	14th December, 1894.
7	47811C.L.S.	Corporation of the Town of Sault Ste. Marie .....	Land, and land covered by water between Portage Street and St. Mary's Island, from West Street to lands granted to Hudson Bay Co .....	38	32,760	13th December, 1894.
8	3029M.	H. J. Boardman, F. L. Whitcomb, C. W. Whitcomb	AL 1, AL 2, AL 3, AL 4, AL 5, AL 6, AL 7, AL 8, east of Black Sturgeon River and Lake .....	800	1,600	21st December, 1894.
				2,040	35,290	

GEO. B. KIRKPATRICK,  
Director of Surveys.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1894.

# APPENDIX No. 17.

Statement of lands which have been patented in unsurveyed territory in the District of Rainy River during the year 1894.

No.	No. of description.	Patentees.	Designation of land.	Acres.	Amount.	Date of patent.
1	329	William McRobert	4s at Keewatin	12	\$ c.	5th January, 1894.
2	330	M. S. McMicken	79p on an island at Point Aylmer, Lake of the Woods	37	10 00	5th " "
3	331	Joseph Diselet	Lot 2 at Norman	11	111 00	5th " "
4	332	Octave Fortin	Part of s. e. corner of island 295p, s. of Treaty island	8.7	5 50	17th " "
5	333	Harry Wright	Islands D77, D78, s. e. of Treaty island	58	43 00	18th " "
6	334	S. G. Cobb	54v at Ignace Station, C. P. Ry.	239	10 00	2nd February, 1894.
7	335	M. S. McMicken	82, 10E Pipestone peninsula, Lake of the Woods.	23	239 00	2nd " "
8	336	A. C. McMicken	K178, Pipestone point,	18	69 00	10th " "
9	337	Robert Nairn	Island 182, w. of Bare point, "	4	54 00	16th " "
10	338	C. A. Moore	Islands 575 p, 576p, s. of Sand point, Lake of the Woods.	3	20 00	1st March, 1894.
11	339	William Nickson	1786, 177E Shoal lake, Seine river.	3 91	40 00	1st " "
12	340	Oliver Daunais	299r, s. of Treaty island, Lake of the Woods	78	195 00	7th " "
13	341	F. E. Searle, J. P. Johnson, W. B. Patton, J. G. Howard.	194k, 195k on Sand Point island, Rainy Lake	67	201 00	6th " "
14	342	Thos. Weizand, John Green	AL 74, AL 75, AL 76, Shoal lake, Seine river.	130	325 00	31st " "
15	343	W. Campbell, J. P. Johnson, W. B. Patton	590p, on Angling island, 591p or Red Pine island, Rainy lake	192	480 00	2nd April, 1894.
16	344	Elias Arnold	Island D83, Lake of the Woods.	95	237 00	3rd " "
17	345	John W. B. Page	" D84, "	3	15 00	6th " "
18	346	Wm. Robertson	Islands D91, D91A, D91B.	9	5 00	6th " "
19	347	James D. Barr	North pt 122p in the township of Jaffray	7.8	40 00	6th " "
20	348	Keewatin Power Company	Land and land covered by water, municipality of Rat Portage	386.5	72 00	10th " "
21	349	Joseph S. Morgan	1E on Round lake, N. E. of Rossland station	39	117 00	27th " "
22	350	Henry Langford	D90 on s. w. end Treaty island, Lake of the Woods	162	162 00	18th May, 1894.
23	351	Louis Hilliard	Lots 7 and 8 in concession II, township of Jaffray	160	160 00	18th " "
24	352	The Athletic Building Co., of Rat Portage	Water lot A opposite pt of lot 27, Main street, town of Rat Portage.	6	50 00	23rd " "
25	353	P. A. Smith	Lot No. 6 in 2nd concession, township of Jaffray	80	80 00	4th June, 1894.
26	354	A. H. Edmison	Lots Nos. 1 and 2 in concession V, township of Jaffray	73	79 00	4th " "
27	355	John Gardner	Lot No. 3 in concession III, township of Jaffray	10	10 00	4th " "
28	356	C. J. O'Connell, C. G. Verran, J. Nash	Lots Nos. 3 and 4 in Con. I, part of lots 3 and 5 of 4 in II, Jaffray	242	242 00	6th September, 1891.
29	357	Alexander Matheson	164r, 172p on Falcon island, Lake of the Woods	28	56 00	17th July, 1894
30	358	S. S. Scovil, Geo. Drewry	South part of lot 6, concession VI, township of Jaffray	65	68 00	11th " "
31	359	C. P. Wilson	Block WMcC on Coney island, Lake of the Woods	128	52 00	11th " "
32	360	The Hamilton Powder Company	S. part of lot 4 in concession VI, township of Jaffray	13	128 00	13th " "
33	361	Hugh W. Kennedy	524p on Pewabic island, Yellow Girl bay, Lake of the Woods	96	26 00	17th " "
34	362	E. A. Sharpe	N. part of lot 3, N. 3 lots 4 and 5, concession II, Jaffray	79	96 00	3rd August, 1884.
35	363	Jabez Williams	WM2 north of 53M post, Nivens' s. base line and south of Seine river	79	158 00	4th September, 1894.
36	364	A. H. Edmison	Lot 6, concession I, township of Jaffray.	79	80 00	12th " "
37	365	T. A. Gorham	294p on Treaty island, Lake of the Woods	46	115 00	12th " "
38	366	Frank Gardner	" Gardner location, " at Keewatin	19	38 00	14th " "



39	R. D. Richardson	Islands D79, D80, D81, 94r, Lake of the Woods.	28.3	145 00	24th	"
40	John W. E. Page	Island D100, Lake of the Woods.	10	50 00	24th	"
41	John A. McCrossan	Islands D101, D102, south of Treaty island	2	10 00	26th	"
42	M. Seegmiller, F. W. Camniff	Island D99, Lake of the Woods.	10	50 00	26th	"
43	A. McQuarrie, W. Morrisette, J. F. McRae	" 214e, near Treaty island, Lake of the Woods	50	50 00	26th	"
44	Eva R. Edmison	" D106, Lake of the Woods	1	5 00	26th	"
45	Peter Brannan	N part lot 4, concession VI, S½ lot 3, concession VII, Jaffray	318.5	318 00	11th	October, 1894.
46	August Lundberg	D107, on an island, Point Aylmer, Lake of the Woods	67	67 00	20th	"
47	John Palmer	D108, on island, Point Aylmer, Lake of the Woods	116	116 00	20th	"
48	Thos. E. Johnston	374r north shore Darlington Bay	10	10 00	22nd	"
49	S. S. Seovil, H. D. Gorham	208r on Hollow lake, east of Pipestone point	258	516 00	19th	"
50	A. McQuarrie, Hy. DeQ. Sewell	211e, 212e islands west of Coney island	5	25 00	22nd	"
51	W. H. White-tide	K220 on Shoal lake, Seine river	51	102 00	1st	November, 1894.
52	P. Wells, J. F. Reilly	224e.s.w. of Wileys' Point, 225e, w. of Middle Isld, 226e Yellow Girl bay	24	64 00	2nd	"
53	John Wallein	D108 part of island at Point Aylmer	40	40 00	5th	"
54	George R. Turk	Island D103, northwesterly of Point Aylmer, Lake of the Woods	13	65 00	5th	"
55	Alex. McQuarrie	" 207e, west of Treaty island, Lake of the Woods	2	10 00	5th	"
56	E. B. Cory, A. W. Campbell, J. Hildreth, W. E. Seelye	667p, south of n. e. end of Bad Vermilion lake	40	80 00	5th	"
57	M. Exstrom	D109, on Thompson island, Point Aylmer, Lake of the Woods	88	88 00	9th	"
58	S. O. England	D110, " " " "	31	31 00	9th	"
59	T. J. Sheridan, C. L. Sheridan, L. H. Austin	WM17, on north shore of Bad Vermilion lake	82	164 00	20th	"
60	P. A. Smith, L. H. Austin, T. J. Sheridan, C. L. Sheridan	674r north of Seine river and east of Shoal lake	40	80 00	23rd	"
61	C. Fortier, W. Blunt, T. J. Sheridan, L. H. Austin, C. L. Sheridan	K269 north of Shoal lake and east of Bad Vermilion lake	41	82 00	23rd	"
62	P. Wells, James F. Reilly	228e southeasterly of Wiley Point, Lake of the Woods	49	98 00	24th	"
63	W. Blunt, C. Fortier, T. J. Sheridan, L. H. Austin, C. L. Sheridan	K248, north of Shoal lake and E. of Bad Vermilion lake	40	80 00	24th	"
64	F. B. McManus, L. H. Austin, T. J. Sheridan, C. L. Sheridan	WM3, Seine river, and N. of 56m on Niven's base line	50	100 00	24th	"
65	W. Blunt, C. Fortier, T. J. Sheridan, L. H. Austin, C. L. Sheridan	K252, north of Shoal lake and east of Bad Vermilion lake	40	80 00	24th	"
66	John Johnson	D117, west of Lake Lulu and on n. side of Ostersund station	17	17 00	21st	"
67	Walter Douglas	D113, south of Rossland station	40	100 00	27th	"
68	George P. Rider	K239, N. of 56m post on Niven's base line and north of Seine river	40	80 00	27th	"
69	C. R. Hudson	K238, " " " "	40	80 00	27th	"
70	M. Seegmiller, F. W. Camniff	Island D99, Lake of the Woods			14th	December,
71	Gust Sundberg	D107, on an island at Point Aylmer			28th	"
72	W. P. Argue	Island D188, Lake of the Woods	3	15 00	18th	"
73	W. P. Argue	Islands 217e, 217f, south of Treaty island	2	10 00	18th	"
74	C. Morin	Lots 4, 5, 6, 7, 8 in concession III, township of Jaffray	267	267 00	17th	"
75	W. Pirritte Argue	Island D19e between Bare point and Thompson's island	3	15 00	18th	"
76	J. E. Johnson	D115 on Eagle lake, east of Vermilion lake station	59	59 00	19th	"
			4,687 02	\$8,796 75		

GEO. B. KIRKPATRICK, Director of Surveys.

DEPARTMENT OF CROWN LANDS,

TORONTO, 31st December, 1894.

AUBREY WHITE,

Assistant Commissioner.

# APPENDIX No. 18.

Statement of mining lands leased under the provisions of the Mines Act 1892, in the unsurveyed territory of the Districts of Rainy River and Nipissing, during the year 1894. First year's rental being \$1 per acre.

No.	No. of lease.	Names of lessees.	Description of land.	Area.	Date of lease.
1	272	J. S. Whiting, T. F. Kendall.	474r, north side of Andrew bay, Lake of the Woods	38	6th January, 1894.
2	273	Thomas Shortiss	184g, southeasterly from Rossland Station	39	" "
3	274	A. Benson, H. Lea, Oscar Lundberg	447r, south of Rossland Station	113	" "
4	275	Ferdinand Perras	WD50, on Boucher lake, township of Rathbun	10	" "
5	276	B. Rochon, A. Leulier	253r, Spruce lake, west of Portage bay, Lake of the Woods	54	11th "
6	277	W. B. Thiibaudeau	Isl. K186, southwest of Sandy point, on Ind. Res. 31A Lake of the Woods	29	19th "
7	278	R. McConnell, N. Palanquin, O. A. Ray.	WD44, on west side Lake Matagamasing, township of Rathbun	15	29th "
8	279	Teche Gold Mining Co., of Chatham	183k, near 143 mile post from Winnipeg on C. P. R.	32	" "
9	280	J. Beaudro, J. Gagnier, J. Cantin.	AI10, Clear Water bay, Lake of the Woods	128	2nd February, "
10	282	J. Thompson, D. Smith, W. B. Thiibaudeau	589r, west of Yellow Girl point. Lake of the Woods	252	" "
11	283	Oliver Daunais	AL29, AL30, AL31, AL32, AL33, north of Seine bay, AL34, AL35, south of Seine bay	1,063	" "
12	284	C. A. Moore	581r, 582r, Sand Point island, Rainy lake	55	28th "
13	243	William Madden	K115, south of and adjoining C. P. Railway, Keewatin	28	" "
14	283	B. Brownlee, F. Wagner, T. Price, J. Price, E. Donnelly and C. A. House.	332r, 333r, southeast from Rossland Station	109	" "
15	291	M. Brown, M. M. Holmes	5g, 6g, 7g, near Rossland Station	84	20th April, "
16	292	G. F. Marks, E. F. Kendall, J. S. Whiting	23k, on Clear Water bay, Lake of the Woods	88	18th July, "
17	293	Daniel Mosher	Isld. 623r, between Pine and Bartley points, Rainy lake	28	18th "
18	294	G. T. Marks, T. Hanson, E. F. Kendall, S. Whiting	552r, on Clear Water bay, Lake of the Woods	17½	" "
19	297	C. A. Moore	577r, 578r, 579r, 580r, on Nickel lake, township of Watten	225	" "
20	298	J. F. Howard	344r, 345r, east of Witch bay, Lake of the Woods	223	" "
21	299	H. L. Eschweiler, S. C. Stanley, S. C. Stanley, as administrator of the estate of C. R. Stanley, J. H. White, C. E. Eddy	{ E part 555r, west of Hilly lake and north of Ind. Res. 38B Lake of the Woods	130½	" "
22	300	H. L. Eschweiler, S. C. Stanley, S. C. Stanley, as administrator of the estate of C. R. Stanley, J. H. White, C. E. Eddy	554r, east side Hilly lake, north of Pine Portage bay. Lake of the Woods.	276	" "
23	301	H. L. Eschweiler, Walter K. Mearns	West pt 555r, west of Hilly lake, n'th of Ind. Res. 38B Lake of the Woods.	130½	" "
24	302	C. P. Frank, G. W. Horton	592r east part of Angling Island, Rainy lake	100	" "
25	303	Alex. Matheson.	163r, on south end of Falcon Island, Lake of the Woods	99	" "

26	304	A. Lunn, F. C. Cornish, J. Williams, H. McCallum, and Indian Wapanaquay-penace .....	K191, north of 69th mile on Niven's South Base line, Dist. of Rainy River 640p north of and adj. X90, 208p east of Pipestone pt., Lake of the Woods D94, D95, on Clear Water bay, 532p Bigstone bay .....	80	18th	"
27	306	S. S. Scovil .....	155g, southeast of Rossland Station .....	37	19th	"
28	309	Geo. T. Marks, J. S. Whiting, E. F. Kendall .....	WM8, on River Seine, north of 55g mile on Niven's S. Base line .....	112	31st	"
29	310	Thomas Shortess .....	Lot 13, concession 5, township of Jaffray .....	73	31st	"
30	311	P. A. Smith, F. B. McManus .....	K216, on west end of Goose island, Rainy lake .....	29	3rd September	"
31	313	A. Goulet, Albert Goulet, G. A. Kobold .....	K221, Shoal lake, Seine river .....	55	13th	"
32	314	E. V. Butler .....	277x Seine river, near Island Falls .....	15	13th	"
33	317	James McKenzie .....	Island 220z, Lake of the Woods east of island 460p .....	72	24th	"
34	318	W. Brady, J. E. Marks .....	K231, north of Shoal lake, Seine river .....	34	24th	"
35	319	Kitnie McL. Nicholson .....	A11, Clear Water bay, Lake of the Woods .....	25	25th	"
36	321	W. A. Allan .....	J07, north of Seine River and north of 66 mile post Niven's Base line .....	40	3rd October	"
37	322	J. Beaudro, J. Gagnier, A. Lawrence .....	221E, on Falcon island, Lake of the Woods .....	74	8th	"
38	323	A. O. Butler, J. Williams, J. H. Ogilvie, A. F. Falls .....	664r, 665p, Swell bay, Rainy lake .....	80	8th	"
39	324	John Quirk, W. Quirk, W. H. Twiggs .....		40	11th	"
40	325	J. S. Campbell, trustee for L. J. Boyle, assignee of M. McManus; Jos. Handlan, assignee of M. McManus, John S. Campbell, W. Fawcett, P. Levin .....		126		
41	327					
42	328	A. Benson, H. Norman .....	AD1, AD2, AD3, AD4, AD5, at or near Bad Vermilion lake .....	443 $\frac{1}{2}$	19th	"
43	329	G. W. Davis, D. P. Redding .....	D98, south of Rossland Station, C. P. Railway .....	39	31st	"
44	330	C. Sargent, F. Sargent, J. Thompson, C. B. Morrison .....	HP29, south of Bad Vermilion lake .....	47	2nd November	"
45	331	A. T. Wiley .....	666r, north shore Bad Vermilion lake .....	64	21st	"
46	332	S. W. Ray .....	275x, on Lake Harold and adjoining Niven's 3rd meridian .....	40	27th	"
47	333	F. Proudfoot .....	K198, on Bad Vermilion lake .....	212	17th Decemb'r	"
48	334	Chas. W. Aust .....	Isld. 227z, Lake of the Woods .....	29	18th	"
49	335	H. E. Stanberry, R. E. Perry, D. C. Taylor .....	J017, east end of island in Seine bay, Rainy lake .....	48 $\frac{3}{4}$	26th	"
50	336	W. E. Seelye, M. J. Morgan, J. C. Gilman .....	J023, on island in Seine bay, Rainy lake .....	40	26th	"
51	337	Geo. H. Hillyer .....	K273, north of Wild Potato lake, Seine river .....	40	26th	"
			K215 north of Wild Potato lake and north of 69 mile on Niven's Base line .....	40	27th	"
				5,321 $\frac{3}{4}$		

GEORGE B. KIRKPATRICK,

Director of Surveys.

DEPARTMENT OF CROWN LANDS,  
TORONTO, December 31st, 1894.

AUBREY WHITE,

Assistant Commissioner.

## APPENDIX No. 19.

STATEMENT of Patents etc., issued by the Patents Branch during the year 1894

	Number.
Crown Lands .....	359
School " .....	54
Mining " .....	11
Public " (late clergy reserves) .....	28
Free Grant Lands, (A. A.) .....	37
" " (under Act of 1880) .....	258
Rainy River " (mining, etc.) .....	76
Mining leases .....	66
License of occupation .....	4
Total .....	893

JNO. M. GRANT,  
Chief Clerk.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December 1894.

(Appendix No. 20.)

## RESIDUE OF THE TOWNSHIP OF WYLIE.

COUNTY OF RENFREW.

PETERBOROUGH, ONTARIO,  
January 15th, 1894.

SIR,—I have the honor to submit the following report with the plan and field notes of the survey of the northwest part of the township of Wylie, in the county of Renfrew, performed agreeably to your instructions dated the 22nd day of September, 1893.

On arriving in the township, I found this part of it like a large area of the surrounding country, to have been badly burnt over since the first portion of the township was surveyed in 1864.

The country, for the most part, is now so thickly overgrown with young poplar, white birch, balsam and hardwood saplings, as to make way through it very slow and difficult, and the work of cutting out lines exceedingly tedious.

Owing to this condition of the ground, and to the consequent (almost) complete obliteration of the original survey, it was rendered necessary to go a considerable distance



outside the limit of the territory shown on the sketch furnished by the Department, in order to get the proper data, upon which to base and carry out the new survey, and to connect it with the survey of the first part.

In the performance and fulfilment of this indispensable preparatory work, much delay, loss of time and labor were necessarily incurred.

Under these circumstances, I deemed it advisable when chaining over the old lines, cleared out, to blaze them, and plant posts, having due regard to the original posts found in the field, for which careful and thorough search was on every occasion made.

The original posts found are few and hardly discernible in the markings on them. They are described and the positions shown in the field notes.

All the lines surveyed have been well cut out, blazed and carefully chained and posted, with the best available kinds of wood, and full particulars of the bearing trees taken and noted in the field book.

The field notes also show the connections with the townships of Stratton and Bronson, on the west boundary and with Rolph on the north boundary.

On this line no trace of the original posts was found west of the Chalk river, the country over the distance being rocky and burnt, but at intervals, old line blazes were found, which I properly connected and reblazed. This boundary line I chained and posted at the intersections of the side lines in the township of Wylie only.

No traces of the old lines in Rolph were found although a very close and extended search was made for them.

The country surveyed is rolling, and in places broken by rock ridges, with sandy plains, marshes, beaver meadows and small lakes between.

Towards the southwest of the newly surveyed part, the land is very broken and almost denuded of its primitive forest, excepting along Cartier creek, where there are a few scattered bunches of small green pines under the average size of marketable timber. For the rest, the woods are of the usual kind, mostly charred and burnt, where not wholly destroyed by fire and storm, and the land frequently covered over wide tracts with a dense growth of mixed underbrush.

The usual kinds of fish, game etc., common to this section of Ontario, are fairly abundant.

About twenty to twenty-five per cent. of the land area in detached and varying portions however, I consider suitable for the growth of root crops, oats, hay and pasturage.

Trusting this report with the accompanying plan and field notes of survey, will be found satisfactory to the Department

I have the honor to be Sir,  
Your obedient servant,

(Sgd.) J. W. FITZGERALD,  
Ontario Land Surveyor.

The Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 21.)

## TOWNSHIP OF DICKENS.

DISTRICT OF NIPISSING.

PETERBOROUGH, ONTARIO,  
December 5th, 1894.

SIR,—I have the honor to report on the survey of the township of Dickens, Nipissing district, made during the past summer under your instructions dated July 21st, 1894.

I beg also to submit the plan and field notes, which I trust will be found satisfactory. Dickens lies immediately west of Burns and south of part of Clancey township.

The Opeongo branch of the Madawaska river enters the township at its northwest angle in lot 31, concession XIV., and flows in a generally straight course southerly to lot 18, concession VI., a distance along its bed of nearly eight miles; thence in a somewhat winding course southwesterly, passing out of the township at the west boundary, lot 31, concession I., at a further distance of about five miles, on its bed.

The river is nearly of uniform width in its course throughout the township, being about one and a half chains, its depth varying from one to eight or nine feet at the time of survey, the general average being about two feet.

The banks are chiefly stone or rock, in places sloping, at other places more or less abrupt, the land on both sides rising to a considerable height. The current is strong, and rapids are of frequent occurrence, thus affording a large measure of water power.

The Little Opeongo river enters the township on lot 15, concession XIV., flows southerly about half a mile into Little Opeongo lake, out of which it flows in lot 14, concession VII., where is built a dam for holding back reserve water for use in times of drouth, to join the Madawaska branch on lot 18, concession VI., previously referred to.

Little Opeongo, rather a misnomer it would seem, occupies a large part of the north-east quarter of the township.

It is a picturesque sheet of water made up of deep arms and bays with bold shores and sandy bays variously alternating in its circuit, and has an area of about 5,000 acres. There are a few small islands, but only one of any extent, that has upon it living timber and soil. The island is partly in the position of lots 6 and 7, in concession VIII. and IX. The concession line is run across it.

There are but two other lakes that call for any special notice, one near the intersection of concession line VIII. and IX., side line 25 and 26, containing 120 acres, the other at the intersection of concession line XII. and XIII. and side line 20 and 21, containing 170 acres. The few remaining lakes are relatively small, partaking, however, of the same general features as to shore lines, surroundings, etc., etc. All the lakes and streams are of good, clear water, and are supplied with the usual kinds of fish indigenous to the district. A few deer and other kinds of game have been seen, but it is believed that, on account of the incessant noise caused by the rock-blasting on the railway under construction, most of the game have been temporarily frightened out of the neighborhood. The country around the north and east shores of the Little Opeongo, is of a rolling character covered with mixed green woods of average growth, red and white pine, hemlock, spruce and cedar, interspersed with hardwood tracts of maple, birch, beech and ash, sparingly. Upon the ridges the hardwoods mostly prevail, while in the valleys and slopes, occasionally, the softer kinds, cedar, spruce, balsam, etc., predominate.

In this part of the township there is not a large area of good farming land, though several fairly arable tracts occur suitable for cultivation and capable of producing the usual kinds of crops grown in the more settled parts. South of the lake the land has been burnt over very considerably, and with the exception of some swamp land there is not a large area suitable for agricultural purposes. In 1891 the country around here was overrun by a great fire which practically destroyed all the marketable timber upon it, leaving little behind save clusters of charred trees and entangled masses of fallen ones. It is now covered, many stretches of it, with a dense growth, almost impenetrable in places, of small poplar, birch, cherry, willows, etc.

In the northwest quarter of the township there are some fair isolated tracts of soil, and down along the west side, nearly to concession VI., there are patches of average land in the swamps and valleys between the higher levels.

The prevailing soil on the slopes and uplands is a mixture of sand and clay-loam of varying depth and fertility, resting on beds of stiff reddish clay, gravel, stone and rock. (gneiss.) In the valleys the soil is mostly alluvial, and by drainage, for which there are ample facilities, might be converted into first-class hay and grass land. In the township, owing largely to its inaccessibility, there is so far but one settler, of many years' standing, his place being used as one of accommodation for the lumber camps and parties passing to and fro, but it is expected that on completion of the railway quite a number of the workmen employed upon it will take up lots, now that the land is surveyed. In the township of Murchison, immediately west of Dickens, or in its neighborhood, an American lumber

company have erected, I understand, a steam saw mill and only await the completion of the rail laying to bring in their machinery. The railway—Ottawa, Arnprior and Parry Sound—enters the township in lot 8, concession I., and runs northwesterly, about five miles, along a natural depression to the junction of the streams already mentioned on lot 18, concession I. This junction is known as The Forks, and has already become a point of prominence in connection with the railway and the “meeting of the waters.”

From this point the railway turns to the left, nearly at right angles, and follows southerly the valley of the Madawaska branch to its exit from the township, in lot 31, concession II., a further distance of five miles within the township. During the summer a large force of men was employed on construction in the vicinity, and the work done seems to be of a substantial and permanent character. When open for traffic the effect of this important inland railway must be to promote very greatly the development of the forest, mineral and agricultural resources of the extensive territory traversed by it, to hasten settlement, and to create along its course a demand for labor and a market, and the means of getting to market, for all the crops and products of every kind that can be raised and manufactured in the country.

The line of railway in the township is shown on plan. Needless to say the country has for many years been lumbered over for pine timber, but there still remains an enormous quantity of red and white pine of good quality, beside the almost untouched kinds of timber, such as hemlock, black birch, maple, ash, etc., that are rapidly coming into commercial use.

The old Opeongo colonization road, still in a state of comparatively good repair, passes through the township northwesterly from lot 18, concession I., to lot 31, concession VII. There is a good wagon road leading from a point on the Opeongo road four miles south of Dickens, to the south bay of Little Opeongo lake, where an old lumber depot and a clearing of about eight acres exists, made by McLachlin Bros.

During the progress of the survey successive astronomical observations were taken, all of which checked very satisfactorily to a common magnetic variation.

I have the honor to be, sir,

Your obedient servant,

(Sgd.) J. W. FITZGERALD,  
Ontario Land Surveyor.

The Hon. A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

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(Appendix No. 22.)

## TOWNSHIP OF HANMER.

DISTRICT OF NIPISSING.

TILBURY CENTRE,  
December 11th, 1894.

SIR,—I have the honor to submit the following report of the survey of the township of Hanmer in the district of Nipissing, surveyed by me under instructions from your Department bearing date the 18th July, 1894.

I proceeded by teams from Sudbury, with men and supplies, north along the wagon road to Whitson lake in the township of Blezard, and having previously made arrangements with lumbermen to take me across the lake, I did not have much delay in reaching my township, as I procured a team on the north side of the lake to take my supplies north as far as the south boundary.



I commenced the survey by retracing the north boundary of the township of Blezard surveyed by O. L. S. Bolger in 1885, which boundary is the front of my first concession, planting lot posts thereon at regular intervals, and then proceeded to retrace the west boundary of the township of Capreol, surveyed by O. L. S. Laird in 1893, which is the east boundary of the township of Hanmer, and then proceeded to run the other concession lines and side lines, as directed in the instructions.

The township is very level throughout, except the portion north of the Vermilion river in the sixth concession, which has a ridge that extends all the way across the township; and the soil is principally sandy and clay loam of very fair quality. At least eighty per cent. of the township would make very good agricultural lands.

The Vermilion river runs all the way across the township in a westerly direction, being principally located in the fifth concession. The water in the river was very low during the time of the survey, not being over two feet deep on an average, and in many places it was not over six inches deep. The average width will not be over sixty feet; the bottom is gravelly, and the water very clear.

Three small lakes on the north boundary, and the expansion of the Vermilion river on the east boundary, are the only lakes in the township worth mentioning, and they abound in beautiful fish, black bass, pike and pickerel being the principal varieties.

We suffered greatly for the want of water during the survey, as there were no creeks worth speaking of, and the swamps were all dry, consequently we were obliged to carry water with us along the line.

The township is well timbered, having white and red pine of a fair size and good quality on lots 1 and 2 in the 1st and 2nd concessions, lots 1, 2, 3 and 4 in the 3rd concession, and lots 1, 2, 3, 4, 5, 6, 7, 8 and 9 in the 4th and 5th concessions south of the Vermilion river, and there is abundance of tamarac from eight to sixteen inches in diameter on lots 3 to 8 in the 1st, 2nd and 3rd concessions.

The portion north of the Vermilion river is being lumbered over at present by Messrs. Hale and Booth, and has some excellent pine still standing on it. They have a wagon road for transport of their supplies from Whitson lake across the townships of Blezard and Hanmer, to their lumber camps. The company was very obliging to me in moving my camps and supplies for me anywhere along their wagon road.

There was scarcely any rock met with in the township, except a little in the brule on the west side of the township, and they were of no economic value, being principally gneissoid rocks.

The variation of the compass needle was  $6^{\circ} 30'$  west, and was very regular throughout the survey of the township.

There are a few settlers on lots 8, 9 and 10 in the 1st and 2nd concessions who have made very large improvements for the time they have been settled on them, as some lots have not been taken up until last spring. They will be able to grow some very fine crops as soon as they can get their lands drained properly. At present the land is very level and low in places, without any natural drainage.

Accompanying this report I beg to submit plans, field notes and accounts.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.) JOSEPH M. TIERNAN,  
Ontario Land Surveyor.

The Hon. A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.



(Appendix No. 23.)

## TOWNSHIP OF HENRY.

DISTRICT OF NIPISSING.

PENETANGUISHENE, ONTARIO,

November 8th, 1893.

SIR,—I have the honor, in accordance with your instructions dated August 3rd, 1893, to submit the following report of the survey of the township of Henry, in the district of Nipissing, and to forward herewith plans and field notes of the same.

I took my men and supplies, *via* the Canadian Pacific Railway, to Warren station situate in the township of Dunnet, thence by team to my township.

The north, east and south boundaries having been previously surveyed, I retraced, reblazed, and in some instances rechaind them, planting the necessary posts along my south boundary for the front of the 1st concession.

Lumbermen have cut out a pine road about eight feet wide along the south boundary throughout its entire length. In some places it does not follow the true line, deviating very considerably from it. This was so observable on the first mile west from the south-east angle, that I found it necessary to rerun that portion of the south boundary.

On arriving at my west boundary, I found it was run and posted by O. L. S. Speight as far as the line between the 5th and 6th concessions. I connected this point with O. L. S. Niven's post, planted by him in 1881, and which is identical with my northwest angle.

From an observation of Polaris on the evening of Tuesday, the 22nd August, I established a meridian at the southwest angle of lot 2, in the 1st concession. From here I proceeded with the survey, running such lines, and planting such posts as directed in the instructions.

The country is generally undulating, and in some parts hilly, particularly in the northerly part of the township, where hills are met with 160 feet in height.

By inspection of the timber map it will be seen that about 12 square miles, or one-third of the township has been devastated by fire, the burnt portion is now covered by a dense growth of poplar and birch. In the unburnt part is found exceptionally good pine, both as to quality and quantity. Spruce and tamarac swamps were found throughout and of considerable area. A few scattered maple were found in the easterly division of the township, but not of any marketable value. I estimate that about 65 per cent. of the land is fit for settlement, the remaining 35 per cent. being rough and rocky.

The rock exposures were principally gneiss. No economic minerals were met with.

There is but one small lake, about sixty acres in area, on lots 3 and 4 in the 1st concession.

There is a small beaver pond on the north boundary on lot 11, 6th concession. There are only two creeks of any importance in the township, Deer creek and a branch of the Veuve river, their average width and depth being twenty-five links and one foot respectively.

According to instructions, I planted iron posts three feet long, and driven two feet into the ground at the southwest and northwest angles, with the names of the proper townships abutting thereon cut on them.

The magnetic variation was  $6^{\circ} 50'$  west. Local disturbance of the needle was observable at the following places: On the line between lots 10 and 11, concession 5, and on the line between lots 4 and 5, across the 3rd and 4th concessions.

I found no settlers in the township.

I have the honor to be, Sir,

Your obedient servant,

F. BOLGER,

Ontario Land Surveyor.

The Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 24.)

## TOWNSHIP OF JANES.

DISTRICT OF NIPISSING.

PENETANGUISHENE, ONTARIO,

26th December, 1894.

SIR,—I have the honor to submit the following report of the survey of the township of Janes, in the district of Nipissing, performed under instructions dated the 18th July, 1894.

I proceeded to my work by way of North Bay, thence to Sturgeon Falls where I procured men and canoes. From this point I proceeded up the Sturgeon river about thirty-five miles, which brought me within a mile of the southeast angle of my township where my work was to commence.

I began operations at this point by taking an observation of Polaris. The following day I started the running of my east boundary on a course astronomically north for a distance of six miles.

The lines between concessions 5 and 6, and between side-lines 10 and 11, were made bases from which the other lines were run. The north boundary was run due east from the post planted by O. L. S. Niven, and marked thus :  
 which is identical with my northwest corner. To ensure accurate  
 running of this line I took two observations during the progress of the  
 work.

The township is well watered by the Sturgeon and Maskinonge rivers and by numerous creeks. The first-named is a stream of considerable size, averaging about two chains in width and a depth varying from two feet to ten and twelve. Its tributary, the Maskinonge, is also an important stream averaging a chain and a half in width and an average depth of four feet. It forms the outlet of Murray lake. There is a fine water power on each of these streams.

An inspection of the timber map will show that nearly the whole of this township has been devastated by fire, the green timber being found only in patches. Along the east boundary there is a fringing of green woods about a mile in width which has escaped the fire ; the timber consisting of pine, maple, spruce and cedar. Pine is found along the shore of Murray lake, and is occasionally met with on the Sturgeon river. It is not, however, of a very good quality.

The land bordering the river is generally of a good quality, consisting of a clay loam, but in the other portions of the township, the soil is very light and sandy. The country throughout is rough, rocky and uneven. I cannot recommend it as a desirable place for settlers.

The geological formation is Huronian and Laurentian, the former comprising about two-thirds of the township. I found no trace of minerals.

The average magnetic declination was  $6^{\circ} 35'$  west.

According to instructions, I built mounds of stones around the posts planted at the northeast and southwest angles ; the two other corners were similarly treated.

A general plan, timber plan, field notes and account accompany this report.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.)

FRANCIS BOLGER,  
Ontario Land Surveyor.

The Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

*(Appendix No. 25.)*

## TOWNSHIP OF KELLY.

DISTRICT OF NIPISSING.

MORRISBURG, ONTARIO,  
December 22nd, 1894.

SIR,—I have the honor to submit the following report of the survey of the township of Kelly, in the district of Nipissing, surveyed under instructions from your Department, dated 18th July, 1894.

This township is situated about midway between Wahnapiatae lake and the Sturgeon river and about fifteen miles north of the Canadian Pacific Railway, and is in extent six miles from north to south and seven miles from east to west.

The survey was commenced at the southeast angle of the township, and the lots were made forty chains in width, numbering from east to west. The concessions were made eighty chains in depth, numbering from south to north, according to instructions.

The concession lines were run east and west astronomically, and the side lines north and south astronomically. The north boundary of the township is  $S\ 89^{\circ}\ 39'\ W$  astronomically.

The traverses of the lakes were made with a micrometer.

Astronomical observations were taken whenever practicable during the progress of the work. The magnetic declination was found to average  $6^{\circ}\ 30'$  west. The lines were all well cut out and well blazed. The posts were firmly set in the ground and protected by stone mounds, wherever stone could be had within a reasonable distance.

The lines between concessions I. and II. and concessions V. and VI., along with side lines between lots four and five, were made bases for the interior work of subdivision.

The posts planted in stone mounds at the southeast and northeast angles of the township by O. L. S. Niven in 1881 were found still standing in a good state of preservation, and were marked "Kelly, Lot 1, Con. 1," and "Lot I., Con. VI.," respectively. The posts at the southeast and northeast angles of Rathbun, planted by O. L. S. Beatty in 1893 were also marked "Kelly, Lot 14, Con. I.," and "Lot 14, Con. VI.," respectively.

Excepting portions of the first and second concessions from lots 4 to 12, and a few spots along Maskinonge-Wagaming and other lake shores which have been burnt, nearly the whole of this township is covered by red and white pine. Spruce, pitch pine, white birch, poplar, balsam and cedar prevail in places, but the township is essentially a pinery, and is in fact a valuable timber limit. A large portion of the pine is small, but a considerable quantity is of fair size and good quality.

The surface of the township is broken and rocky and the soil sandy, very little of it being fit for agricultural purposes. Many of the hills are of considerable elevation and may be called mountains. The geological formation is the Huronian, and rock exposures are of frequent occurrence. No minerals were met with.

A large portion of the township is covered by lakes, Kookagaming on the west, Maskinonge-Wagaming on the east, Donald lake in the north, and other lakes, as shown on the plan. The waters of these lakes are beautifully clear and abound with fish, chiefly salmon trout. Partridge and duck were very plentiful, and moose were occasionally seen. Fur-bearing animals, mink and others appear to be numerous.

The waters of this township all drain into the Sturgeon river, thence to Lake Nipissing and Georgian bay, and afford excellent facilities for driving timber.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.) J. P. B. CASGRAIN,  
Ontario Land Surveyor.

The Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.



(Appendix No. 26.)

## TOWNSHIP OF McCALLUM.

DISTRICT OF NIPISSING.

INGERSOLL, ONTARIO,

October 26th, 1894.

SIR,—I have the honor to report the completion of the survey of the township of McCallum, in the district of Nipissing, performed under your instructions of the 18th day of July, 1894.

I proceeded *en route* to Sturgeon Falls, where I procured men, canoes and supplies, and from thence, with thirteen of a party, up the Sturgeon river to where the Tamagamingue enters; thence up the latter river to Red Cedar lake. Going easterly across this lake I was enabled to camp on the south boundary, about two miles from the southeasterly corner of my township.

I commenced my survey, as instructed, at a cedar post identical with the northeast angle of the township of Thistle. Said post is now marked: on the northwest side, "McCallum, Con. I., Lot 1"; southwest side, "Thistle, Con. VI., Lot 1"; on the northeast side, "Township 4"; on the southeast side, "Con. VI., Lot 12," for the township of McLaren.

The north, south and east boundaries of this township had been run before—the south in 1892, the north and east in 1881. The two latter boundaries were completely grown up again with a thick undergrowth, but I reopened them, reblazing and chaining the lines carefully.

I made an accurate micrometric survey of all the waters within the boundaries of my township. There being much water and the shores very irregular a great deal of time was taken up in making this survey.

Regarding the general character of the township, detailed particulars will be found in the field notes, but it may be here described as follows: On the whole the township is rather rocky, hilly and uneven, with numerous swamps. The soil is mostly shallow, sandy loam, with black loam or muck in and around the swamps.

The hills vary in height from twenty-five to one hundred feet, and in some places steep and rocky, while in others gradual stony inclines.

Only a small part of the township has been overrun by fire; a portion in the northwest corner and along the western boundary was burnt some years ago. The second growth consists chiefly of small birch, poplar, maple, pine, balsam and spruce. The timber throughout the other portion is green and mixed, being pine, spruce, tamarac, cedar, balsam, poplar, white birch, and in some places black birch and sugar maple are to be seen. I might also state that a great deal of good tamarac, spruce and cedar can be obtained.

This township is well supplied with water of the best and purest kind. On the eastern side Red Cedar lake runs northerly from lots 5 and 8 on the south boundary, and with its numerous bays and inlets branching out on either side, extends to nearly the north of lots 1 and 2, concession 5, where it is connected by a creek with Hangstone lake. At the northwestern corner of the township there is a chain of small lakes forming the headwaters of a stream which perhaps runs into the Tamagamingue river below the township, or it may extend in a westerly direction away from the river. There are also many small lakes and ponds throughout the interior, which in nearly all cases are connected with either Red Cedar lake or the Tamagamingue river by small creeks.

Martin river crosses the eastern boundary in concession 2, and runs into Red Cedar lake about lot 3, concession 1, and has an average width of about two chains. On the western side of the township the Tamagamingue river crosses the north boundary and enters the township at lot 9, concession 6, and after curving to the west runs out at the south boundary on lot 11, concession 1. The river while passing through this township



is a series of small lakes of from a quarter to half a mile in length, connected by narrow necks, where the current is very rapid, and in most cases a portage has to be made where these rapids occur. The waters of the township are plentifully stocked with fish. Black bass, pike and pickerel of a large size were caught.

Moose and red deer are also plentiful, the smaller game seemingly rather scarce.

The good fishing, together with the great natural beauty of the scenery, is bringing this section before the notice of the public, numerous parties of English and American tourists having passed up and down the Tamagamingue during the summer.

No economic minerals were found during the progress of the survey.

There are no squatters, nor are there any Indians settled in the township. The lines surveyed are all well cut out and blazed, and good posts, chiefly cedar, are put in, and in every case where necessary a stone mound has been placed around the posts.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.) W. R. BURKE,

Ontario Land Surveyor.

The Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 27.)

## TOWNSHIP OF McWILLIAMS.

### DISTRICT OF NIPISSING.

WOODSTOCK, ONTARIO,

December 4th, 1894.

SIR,—I have the honor to report, that in accordance with your instructions dated 18th July, 1894, I left Sturgeon Falls on the 4th September with a party of twelve men to survey the township of McWilliams. I took canoes to the south boundary of the township of Gibbons, learning here that the water of the Tamagamingue river was so low as to make it impossible to go up with loaded canoes. I employed a settler to transport a portion of the outfit from this point by wagon over a lumber road to the southeast angle of McWilliams which was reached on the 7th September; the remainder of the supplies were brought up the river about two weeks later by which time the water had risen considerably. The last line was run on the 19th October and we arrived in Sturgeon Falls on the evening of Saturday, 20th October. The progress of the work was very much interfered with by wet weather. The whole township is of a rugged, mountainous character, the trend of the hills being from southwest to northeast. The country south of the river is well wooded and a belt of valuable pine extends along the west boundary.

A large area to the north of the river was burned over many years ago and is now overgrown with jack pine, poplar, maple and spruce.

The township is broken by numerous lakes and creeks. One large stream which flows from a lake on the north boundary nearly through the centre of the township could be made very valuable for lumbering purposes.

The lower two miles of the Tamagamingue are very swift and average  $1\frac{1}{2}$  chains in width; it is impossible for loaded canoes in low water and can only be ascended at any season by poling. The upper part of the river widens into large lakes with numerous

deep bays. The lakes are connected by narrow gorges through which the water dashes over huge boulders and stratified crystalline rocks inclined at high angles and much twisted and contorted.

The river abounds in fish, principally black bass and pike.

Game is very plentiful, and moose, beaver, otter and wolves were frequently met with.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.) WM. MAHLON DAVIS,

Ontario Land Surveyor.

The Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 28.)

### TOWNSHIP OF RATHBUN.

DISTRICT OF NIPISSING.

PARRY SOUND, ONTARIO,

February 13th, 1894.

SIR,—I have the honor to report that, under instructions dated June 27th, 1893, I have completed the subdivision survey of the township of Rathbun in the Nipissing district.

On the 4th of August I left Wahnapiatae station on the Canadian Pacific Railway arriving at Boland's Bay on Lake Wahnapiatae the same day with my supplies, the distance being about twelve miles over a fairly good wagon road. Here I hired Mr. Boland to move, by sail boat, my party and supplies across the lake to Portage Bay, from whence I moved with canoes across Boland Lake and portaged into Matagamishing lake, camping near the outlet of McLaren's creek. From this camp I surveyed the first three concessions of the township of Rathbun.

On the morning of the 8th of August I proceeded to the southeast corner of the township and opened up a range of about three-quarters of a mile of the east boundary of Scadding, carrying said range across a bay of Kookagaming lake, where I observed Polaris the same night. I then corrected my work and continued the survey of the township to completion, frequently taking observations of Polaris for the correction of my work.

The greater part of the township is rough and rocky with but little land fit for agricultural purposes. That part lying between McLaren's creek and Wahnapiatae lake in the first and second concessions has been burnt over a few years ago and is grown up with a dense growth of white birch and poplar with pitch or jackpine in some places.

There is considerable good pine scattered throughout the whole township and in a few places of small area the timber is principally white pine. On lots 18 and 19 in the sixth concession there is an area of about three-quarters of a mile of very good Norway pine.

The greater part of concessions 3 and 4 lying between Matagamishing lake and Wahnapiatae lake is surveyed into mining locations. These locations appear to be rich in gold judging from the numerous samples of quartz containing free gold which I was shown by prospectors and some of the owners of surveyed claims, who were stripping the veins on their locations.

The principal game of the country is moose and in all the lakes there is good bass fishing.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.) DAVID BEATTY.

The Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 29.)

## TOWNSHIP OF WISNER.

DISTRICT OF NIPISSING.

GLENCOE, ONTARIO,

November 15th, 1894.

SIR,—In accordance with your instructions bearing date the 20th of July, 1894, we have the honor to report to you on the completion of the survey of the township of Wisner, in the district of Nipissing.

Leaving Glencoe on the 7th of August we proceeded to the work by rail *via* Toronto and North Bay to Sudbury, and thence by team over a good road through the townships of McKim, Blezard and Hanmer; in the township of Blezard crossing by boat Lake Whitson. The road through the township of Hanmer is through bush and passes through a very level piece of good country for the southerly five concessions. By this road we were able to team into a point on Frenchman's lake where we camped near the south boundary of Wisner about the line between lots four and five. After taking an observation of Polaris and finding the magnetic variation  $7^{\circ}$  west, our survey was started from the southeast angle of the township on the 11th day of August, carrying on the work from this in northerly and westerly direction to the completion of the survey.

The township is traversed from north to south by the Vermilion river, which has its course almost due south, crossing the east boundary of the township in places but generally being from three to ten chains west from the boundary. Toward the west boundary of the township is Rapid river, a small stream of about forty feet wide flowing in a southeasterly and southerly direction. Both of these streams through the township have considerable fall, and could doubtless be used in places to advantage in supplying water power. While the width of the Vermilion is generally about one hundred feet, in two or three places it widens out and forms what might be called lakes, in which large quantities of fish are to be found.

From the south toward the northwest the township is traversed in a northerly and northwesterly direction by Frenchman, Joe's and Clear lakes. The water in each is very clear and, for the greater part, deep. Beside these there are some ten or twelve small lakes or ponds, mostly connected by small creeks, so that altogether the township may be considered well watered.

The soil is sandy, for the greater part of the township, shallow, especially through the centre of the township from east to west, covering considerable of the third and fourth concessions where a great deal of rock and rough country is found. Toward the north or northwest and the south there is more soil generally and although hilly and rough is somewhat better fitted for agricultural purposes.

With the exception of the first concession, one-half of the second and one-half of the sixth concession, the township has been overrun by fire. It would appear from the timber that the whole of the part burnt was burnt about twenty-five years ago, and that quite recently a second fire has run over about half of this burnt territory, leaving little other than the charred remains of a second growth of jackpine, spruce, birch, poplar and balsam.

Lumbering has and is now being carried on in the township and the most of the large pine has been taken out, so that very little timber fitted for market now remains in the township.

Through the township are a number of lumber roads. These roads are, for the most part, built along creek, river or lake flats; along these flats are the only places where roads can be made at a reasonable cost. The country to the south of the township being comparatively level, roads from Sudbury can be easily made and an outlet given for mine and farm products.



There are mining locations surveyed out from lots four to twelve, inclusive, in the third concession, containing over 1,100 acres from which, there is little doubt, mineral will be taken in the near future.

Accompanying this report are field notes, plan of survey, timber plan and account

We have the honor to be, Sir,

Your obedient servants,

(Sgd.) COAD & ROBERTSON,  
Ontario Land Surveyors.

To the Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

*(Appendix No 30.)*

## TOWNSHIP OF MCKINNON.

DISTRICT OF ALGOMA.

LEAMINGTON, ONTARIO,  
29th December, 1894.

SIR,—I have the honor to submit the following report of the survey of the township of McKinnon, in the district of Algoma, performed under instructions bearing date the 18th July, 1894, from your Department.

From Little Current, on Manitoulin Island, I proceeded to what is known as Griffith's Landing, in the south boundary of McKinnon, on lot number two, from which point I had little difficulty in finding the line run by O. L. S. Abrey in 1886, which was to form the east boundary of the township.

This line I retraced and chained north from the water's edge of Lake Huron and found all the mile posts planted thereon by Mr. Abrey, and from these posts I ran my lines due west astronomically for the fronts of the several concessions of the township; making the hemlock post marked VI. M, which I found twenty-three chains north of the water's edge of the lake, the starting point for the line of the front of my first concession. On each of the concession lines I planted the lot posts at regular intervals of forty chains, as directed, and ran each alternate lot line due north astronomically.

I also retraced the south boundary of Hallam for my north boundary and the line run in 1886 by Mr. Abrey, which was to form my west boundary, and found all the old posts with one exception on these lines.

The front of concession A I traversed from Abrey's hemlock post marked 110, which I found on the east boundary two chains north of the water's edge, and planted the several lot posts as directed, on the lake shore.

With the exception of a very small percentage, the south half of the township is very rough and mountainous, the La Cloche range running across the township from east to west in concessions A, I. and II. In these concessions to the south of the mountainous ranges and in the valleys some good agricultural land is to be found.

The northeast portion of the township is comparatively level but low and swampy, and the northwest portion is much broken with rocky ridges but contains some fine land for agricultural purposes.

The soil is principally a reddish sand and gravel mixed in certain parts with a whitish clay.

The timber is principally pine, spruce, cedar, tamarac, hard maple, balsam and birch of fair quality.

Portions of the township have been lumbered over some years ago, and the firm of Thompson Smith & Sons had started their camps in the township shortly before I completed my survey.



The timber can readily be removed by the large lakes and streams with which the township is abundantly supplied, and in which abound pike, black bass and pickerel.

Red deer, moose and black bear were seen during the survey.

No settlers were found in the township, but a small abandoned clearing known as Griffith's Farm, on which is grown a fine quality of hay, is on lots one and two in concessions A and I, and also on the mining location 10 P, which latter is worked by the lumbermen now operating there.

The variation of the magnetic needle was found to be very regular throughout the survey, being  $4^{\circ} 45''$  west.

Accompanying this report will be found field notes, plans and account of the survey, all of which I trust may be found satisfactory.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.) ALEXANDER BAIRD,  
Ontario Land Surveyor.

The Honorable A S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 31.)

## TOWNSHIP OF LEDGER.

### DISTRICT OF THUNDER BAY.

TORONTO, ONTARIO,  
October 16th, 1894.

SIR,—I have the honor to submit the following report on the survey of the township of Ledger, in the district of Thunder Bay, surveyed by me during the months of August and September, under instructions from your Department, dated 20th July, 1894.

The township of Ledger is bounded on the west by the township of Purdom, and on the other three sides by unsurveyed lands of the Crown.

I commenced the survey at a cedar post, planted on the east boundary of the township of Purdom, by O. L. S. Saunders, at a distance of 80 chains north from the southeast angle of Purdom; planting and marking a new cedar post for the front of concession two in the township of Ledger. From this point I went east astronomically, running the front of the second concession and planting posts at every half mile up to the line between lots 10 and 11, from which corner I ran south 80 chains, and thence east and west to fix the south boundary of Ledger, planting posts at every half mile. From the south boundary thus established, I ran north and west respectively, subdividing the township into lots of about 320 acres each.

Iron bars 2 inches in diameter and three feet six inches in length, with the name of the township marked thereon, were planted at the northeast and southeast corners of the township.

With the exception of a narrow strip adjoining the east boundary and occasional single lots, all the land in concessions I., II., III. and IV., including also the mining locations, may be termed good farming land, the soil being clay, and clay loam. The land in lots 2 to 6 and 13 and 14 in concession V., and lots 2, 12, 13 and 14 in concession VI. is of the same quality as that of the first four concessions.

A sandy plain includes the residue of concessions 5 and 6, and extends into concession 7 on lots 7, 8, 10 and 11. The remainder of the township is rough, and broken by bold rocky ridges.

In the northeast part of the township, a rocky elevation, locally known as "Moose Mountains," rises to an altitude of about five hundred feet, above the general level of the surrounding country, and extends a considerable distance beyond the east and north boundaries. From the summit of this elevation Lake Superior is plainly visible on a clear day.

About 50 or 60 per cent. of the total area of the township is good arable land.

The entire township, with the exception of a narrow strip of Brulé, about one-half mile in width, along the east boundary, is covered with green timber, though very little of it is marketable.

The prevailing kinds of timber are, spruce, tamarac, jack pine, birch, balsam, poplar, and balm of Gilead, with a few cedars, there being no white pine whatever. The sandy plain above referred to, is covered, almost exclusively, with jack or pitch pine, averaging about six inches in diameter. Spruce and tamarac prevail in the vicinity of Lake Bouchard on concession 4.

The distribution of the various kinds of timber is further shown on the timber plan herewith.

The township is well watered by numerous creeks and springs. Wanogosh creek, which forms the outlet of Wanogosh lake, on lot 7 in concession seven, and flows south-westerly and southerly, leaves the township on lot 12, in concession 1, and is a fine stream of considerable volume, with clay banks about 8 feet in height.

Its water is of exceptionally good quality. There are also a number of other lakes of small extent.

No economic minerals were met with, but considerable magnetic variation, due to local causes, was indicated in the northeastern part of the township.

The Hudson Bay Company's winter road from the Nepigon station on the Canadian Pacific Railway, passes through this township, following generally the direction of Wanogosh creek, and may in the future be of much service to settlers.

A few caribou and beaver were seen, and partridges and rabbits, were plentiful.

Brook trout were abundant in the clear waters of Wanogosh creek.

Accompanying this report, I beg to forward a general plan, a timber plan, and field notes of the survey.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.) T. B. SPEIGHT,  
Ontario Land Surveyor.

The Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

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(Appendix No. 32.)

RESIDUE OF THE TOWNSHIP OF LYON,

DISTRICT OF THUNDER BAY.

SAULT STE. MARIE, ONTARIO.  
December 1st, 1894.

SIR,—I have the honor to report that in accordance with instructions dated September 12th, I made the survey of the residue of the township of Lyon in the district of Thunder Bay.

I took men, canoes and outfit from here, selecting a thoroughly trained party.

Leaving here on September 25th, by Canadian Pacific steamer to Fort William, I reached Nepigon at 9.30 a.m. on the 27th and made my first camp in the township of Nepigon, at a point where the Canadian Pacific Railway comes to the shore of Nepigon bay and runs southwesterly to near the northwest angle of the residue of Lyon.

Thanks to the courtesy of Mr. A. L. Russell, O. L. S., of Port Arthur, who furnished me with notes of the intersection of the Canadian Pacific Railway with the fourth concession of Nepigon, I was enabled to locate my starting point without any difficulty—as the country was burnt I should have had a great deal of trouble but for this—and to obtain an observation the same evening (September 27th). The line of the Canadian Pacific Railway was a great advantage, as it enabled me to get to and from my work at the northwest angle of the township easily.

With the exception of parts of lots 1 and 2 (which are burnt); lot 16, concession 1 (which is slash and windfall), and a boulder ridge near the shore on the line between concessions B and C, the whole township is a very wet swamp. For a long distance the shore on Nepigon bay is a clay bank, which rises abruptly from 20 feet to 40 feet. Immediately on top of this bank the swamp commences and continues to the west boundary of the township. The predominating timber is tamarac, though for long stretches it does not attain the dignity of timber, and spruce. In some few places the timber is fair, but I can class none of it as good, there being very little white spruce amongst it.

The water along the shore is very shallow and I made my traverse in the lake; my men claiming there was less water in Lake Superior below the clay banks than there was in the township of Lyon, 40 feet above them.

On and near the west boundary, and especially towards the north the swamp water is strongly impregnated with iron.

I could find no trace of the boundaries of location R. 10. The pine having been all cut some years ago and the remaining timber blown down by a heavy windfall.

I herewith forward plan, notes, etc.,

And am, Sir,

Your obedient servant,

JOS. COZENS,

The Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

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(Appendix No. 33.)

## DISTRICT OF THUNDER BAY.

### TOWNSHIP OUTLINES.

COLLINGWOOD, ONTARIO,  
December 15th, 1894.

SIR,—I have the honor to submit the following report on the survey of township outlines along the line of the Canadian Pacific Railway, in the district of Thunder Bay, during the past summer, under instructions from your Department, dated the 24th of July and the 1st of September, 1894.

The work is a continuation of that begun in 1891, and consists in a traverse of the railway track as a basis from which the townships adjacent thereto were located. In addition to the traverse and the location of township boundaries, portions of the latter were run generally to their nearest covers.

I commenced my survey this year where I closed it last season, viz.: At an iron plug driven down last year where my traverse line intersected Ontario Land Surveyor F. F. Miller's base line, run easterly in 1886 from the front of the seventh concession of the township of Pic. This point was station 701 of last year's work, and is number 1 of this year's traverse.



I carried the work on to a point in the centre of the track opposite mile board 879, and about half a mile east of Rossport station. Here I drove down an iron bar marked "E. S.," about level with the surface of the ballast. This point was 31 links northerly from the above mile board, and in line with these two points and to the north of the track a large picket about five feet high was driven down in order to fix the position of our last station in case of its being disturbed by the trackmen. The number of this station was 759, and its distance from the above mentioned picket was 70 links.

Posts made of iron gas pipe  $1\frac{5}{8}$  in. in diameter, plugged and pointed, were planted alongside of wooden posts at all township corners to which I ran, as well as at the intersections of the township boundaries with the railway right of way. Both the iron and wooden posts were marked with the numbers of the townships on their respective sides, the former with a cold chisel, and in most cases stones were piled around the posts, and bearing trees taken wherever obtainable.

In certain cases the township corners to which I was running fell in lakes and the post were planted on the shore, but marked in the same manner as if they were in their proper positions.

The distances to these posts are shown both in the notes and on the plan furnished herewith. In addition to the posts above mentioned flatted mile posts were planted on the portion of township boundaries run. They are numbered from the south side of their respective townships, except in the broken townships fronting on Lake Superior, where they are numbered from the north.

At Schreiber station I connected my traverse with Ontario Land Surveyor Duchesnay's survey of the Canadian Pacific Railway property at that place. I also connected my survey with Ontario Land Surveyor Miller's line at several points. By bearings taken of this line it will be seen that it does not follow a due east and west course throughout as was intended. I also connected with the east and north boundaries of Pic township as well as with the mining locations through which we passed.

Owing to a clerical error the west boundary of township 72 was located 13.167 chains too far to the west, and that portion of it south of the railway run in that position; and in order that this error should not be perpetuated throughout the work the range in which township 74 is situated was made that much short of the regular width of 480 chains. Owing, however, to the east boundary of the township of Pic being on a comparatively short distance west of what would be the west boundary of township 74, the latter is made to extend westerly to it; but, as will be seen by the plan, this is not intended to effect the other townships that may be laid out hereafter in the same range to the north and south.

I had the latitudes and departures of the courses on my traverse lines worked out separately by two members of my staff, one using the natural and the other the logarithmic sines and cosines. They also checked each other in their additions and other work.

The plan furnished herewith is on two sheets, numbered 1 and 2. Owing to the course of the railway it would have been unwieldy if made on one sheet of paper.

From our starting point till we reach Heron bay, on Lake Superior, the country is fairly level, being drained by the White, the Cedar and Black Pic rivers. The soil is generally sandy, and in the neighborhood of White lake, and also along the valley of the Pic river vegetables can be raised successfully when not destroyed by summer frosts.

The timber here met with was spruce, birch, balsam, poplar and jack pine, mostly of a small size, though along the Pic and Black Pic rivers considerable spruce of a fair size is met with which would probably be valuable for pulp wood.

From this point west to the end of my work the country is decidedly rough and mountainous, necessitating the heaviest rock work in the construction of the railway anywhere encountered east of the Rocky mountains. In addition to innumerable rock cuts of great size, three tunnels are passed through on this portion of the work. Owing to this, on two of the township outlines it was impossible to plant the posts in their proper positions or run the lines in the way intended. I, however, succeeded in planting the posts on these lines and running them a sufficient distance so that the objects aimed at in the work were carried out.



These numerous rock cuts afforded excellent opportunities for acquiring a knowledge of the geological character of the country.

At Heron bay the Huronian rocks appear, chiefly talcoid and chloritic schists and slates.

Two bosses of intrusive granite were noticed here rising through the schists. The schists strike about N. 50° E. and dip sharply and in some places are folded.

Peninsula harbor is situated in the same formation, the slates being much stained by iron and carrying specks of copper and iron pyrites.

On the shores of Jack Fish bay slates and granite appear in contact with each other, the granite being of a good quality for building purposes.

Between Jack Fish and Schreiber there is a great quantity of intrusive rock coming up between the slates. A specimen of pyrrhotite mixed with iron pyrites was obtained near Schreiber in the slate.

Some of the crystalline greenstone found here would make an attractive building stone.

In closing my report, I desire to say that I was afforded great assistance in the work by the kindness of the railway officials, who aided us in every way in their power.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.) E. STEWART,

Ontario Land Surveyor.

The Honorable A. S. HARDY,

Commissioner of Crown Lands,

Toronto.

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(Appendix No. 34.)

## TOWNSHIP OF FARRINGTON,

DISTRICT OF RAINY RIVER,

TORONTO, ONTARIO,

December 31st, 1894.

SIR,—I have the honor to submit the following report of the survey of the township of Farrington, Rainy River district, made under instructions from your Department, dated July 14th, 1894.

The township of Farrington is bounded on the north by Niven's base line, on the west by Indian Reserve 26A and mining locations lying south thereof, on the south by Seine Bay of Rainy lake, and on the east by unsurveyed lands of the Crown.

The survey of this township was commenced by running the east boundary thereof due south from the 84th mile post on Niven's base line, to where it intersects the north boundary of mining location AL32, posts being planted at the distance of 80 chains apart to mark the starting points of the lines between concessions 6—5, 5—4, 4—3, and 3—2. As the depth of concession 2 was found to be 85 chains 80 links, I deemed it advisable not to plant a post marking the line between concessions 1 and 2 on the east boundary, but threw all the land north of the mining locations fronting on Seine bay and south of the line between concessions 2 and 3 into one concession as far west as the line between lots 2 and 3.

The posts planted on the east boundary were not marked on the east side but had the numbers of the concessions marked on the north and south sides and the lot numbers on the west side. The other posts of the township were marked with the numbers of the corresponding lots on the east and west sides and the concession numbers on the north and south sides, excepting the posts planted to mark the lines between lots 1 and 2, 3 and 4, 5 and 6, and 7 and 8, which did not have a concession number on the south side.

The posts planted on the west boundary of the township had no markings on the west side.

The posts marking the front of the first concession were planted on the rear line of mining locations previously laid out on the north shore of Seine bay, and had no markings on the south side.

All side lines were run due north and south, and due east and west was the bearings of all concession lines. The posts planted by O. L. S. Niven on his base line were adhered to in making the survey.

The lake shown on the plan of the Indian Reserve 26A was not found on the west boundary of the township of Farrington which may be accounted for by the fact that the water was low when the survey was made, and in high water the marsh shown in my field notes would be entirely submerged.

The Indian Reserve line was found to be very crooked and appears to have been surveyed with a compass, and the work done very carelessly at that.

Fire interfered greatly with the work of surveying. During the survey it swept the southerly part of the township, and after the northerly part was surveyed it made an almost clean sweep of the timber.

There is some very excellent agricultural land in the northerly portion, and having been so lately burned it will now be very easily cleared.

The southerly part is extremely hilly and broken, but some excellent mineral veins have been found in it. On account of the fires no game was met with.

I have the honor to be, Sir,  
Your obedient servant,

H. B. PROUDFOOT,  
Ontario Land Surveyor.

The Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

*(Appendix No. 35.)*

## TOWNSHIP OF HALKIRK.

### DISTRICT OF RAINY RIVER.

RAT PORTAGE, ONTARIO,  
August 28th, 1894.

SIR,—I have the honor to report, that in accordance with your instructions dated June 1st, 1894, and directed to me, I proceeded at once to the township of Halkirk and surveyed it into lots of eighty acres and three hundred and twenty acres, as directed in your instructions. I proceeded to the northeast angle of the township, where I found the iron bar planted by O. L. S. A. Niven at the intersection of his south base line with the west boundary of Indian Reserve 26A. I then opened out and retraced the said west limit of Indian Reserve 26A from this point south to its intersection with the north shore of Swell bay of Rainy lake. I then continued from this line westward laying out the lots and concessions as directed.

At this period Rainy lake was apparently at its highest mark, as the water appeared to be up to the highest of the old marks on the shore. However, about the 25th June it began to fall, and went down about three inches daily. The low willow swamps along the shore had been flooded in some cases for a quarter of a mile back from the shore. On the eastern peninsula of the township there is a considerable quantity of heavy green bush, but with the exception of one or two tracts, the land is rocky and not well adapted for agricultural purposes. On the west side of the township, however, there are several comparatively large tracts which might be made use of for farming purposes. The timber on this side of the township is chiefly second growth poplar, birch and jack pine. There are also several small tracts which could be utilized as hay meadows, and with a little clearing a considerable quantity might be cut.

With regard to the mineralogical value of the land, there are numerous veins of quartz throughout the township, among which no doubt some will be found which will prove valuable when developed; at present, however, no development of any consequence has been undertaken, chiefly I think because of the financial stringency existing since attention has been directed to that quarter as a mining region. The general formation is chiefly Laurentian and Huronian and the rocks consist for the most part of gneissoid granitic quartz, dioritic schists, magnetite, etc. No limestone was observed in the township.

Game is abundant, particularly small game such as partridge and duck, but there are also moose and caribou quite numerous.

I enclose herewith plan and field notes with account.

I have the honor to be, Sir,

Your obedient servant,

THOS. R. DEACON,  
Ontario Land Surveyor.

The Honorable A. S. HARDY,  
Commissioner Crown Lands,  
Toronto.

(Appendix No. 36.)

## TOWNSHIP OF JAFFRAY.

DISTRICT OF RAINY RIVER.

RAT PORTAGE, ONTARIO,  
January 23rd, 1894.

SIR,—I have the honor to report that I have performed the survey of the township of Jaffray, in the district of Rainy River, according to your instructions, dated 6th October, 1893, and have prepared a plan of the same.

On the 12th of October I moved my camp and outfit from Rat Portage to lot number 9, in the first concession, and found the cedar post planted by O. L. S. Stewart in the north limit of the Indian Reserve, 38B. As the weather was dull and the sky remained overcast for some days, I was unable to get an observation at this point, so I proceeded to open out and blaze afresh the north limit of Indian Reserve 38B, planting posts at every 20 chains for full lots and planting posts at the proper points for broken lots, marking the posts as instructed. On the 18th October I observed Polaris for azimuth, at western elongation, from the post between lots 8 and 9 on the Indian Reserve line, and laid out the work from this point.

On the 22nd October I observed Polaris, at western elongation from the post on the south bank of Laurence lake, between lots 4 and 5, concession 3. From this point I produced a line due north to the north boundary of the township, making the west boundary of location 266P the east boundary of lot number 6, in the sixth concession, and my tie line produced the side line between lots 6 and 7 from the north shore of Rabbit lake to the boundary of the township. On October 25th I observed Polaris for azimuth from a point in the line between lots 16 and 17, concession 1, and from this point I produced a line due north to the north boundary of the township, making that portion of it north of the Canadian Pacific Railway the side line between lots 16 and 17, in concessions 3, 4 and 5, and lots 12 and 13, in concessions 6, 7 and 8. On the 31st October I again observed Polaris at western elongation from the post between lots 4 and 5, concession 7, and found my lines correct, and from this point I proceeded until the survey was completed. The magnetic variation is so variable throughout the township that no definite amount of variation was fixed on as the true variation.

In some instances I had considerable difficulty in finding the old boundaries, as there had been a great many posts planted for various purposes, and in some places fires had obliterated the monuments, but careful attention was given to endeavor to ascertain the true boundaries in all cases. The areas are given after deducting the area of the



railway right of way from the lots traversed by it, and a road allowance of one chain along the water's edge from lots fronting on lakes or rivers. The southern part of the township is for the most part fairly well wooded and some tracts of fairly good soil, but there is also a percentage of swampy land with rocky ridges. The central portion is more broken and rocky, and a considerable part of it burnt and covered with brule, but contains some tracts of tillable land. The northern portion is chiefly covered with heavy timber, principally jack pine, tamarac, black spruce, poplar, birch and balsam, with a considerable portion of fairly good land, though rocky and broken towards Black Sturgeon lake. With the exception of the Winnipeg river on the west, there are no large streams in the township. The formation towards the northwest quarter is chiefly granite and gneissoid granite; the northeasterly quarter shows a considerable quantity of slate, with some promising veins of quartz. The southern portion is chiefly slate and granite. In order to accurately map the east shore of the Winnipeg river, a traverse was made from the iron bridge on the C. P. Ry. near Rat Portage, to the southwest angle of Indian Reserve 38C. The remainder of the plan was compiled from the actual survey and from plans and field notes in the possession of myself and O. L. S. E. Seager. A traverse was also made of Laurence lake, Rabbit lake and the west shore of Breakneck lake.

I send herewith plan, field notes, accounts, vouchers, etc.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.) THOS. R. DEACON,

Ontario Land Surveyor.

The Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 37.)

## TOWNSHIP OF WATTEN.

### DISTRICT OF RAINY RIVER.

FORT FRANCES, ONTARIO,  
October 27th, 1894.

SIR,—I have the honor to submit the following report of the survey of the township of Watten, Rainy River district, made under instructions from your Department, dated May 31st, 1894.

The township of Watten is situated on the north and east shores of Rainy lake, south of Nivens' base line and west of a line drawn due south from the 96th mile post thereon.

The northerly four concessions are laid out into lots of 320 acres each and concessions 1 2 and 3, into lots of eighty acres each by dividing the concessions into north and south ranges by a line running due east and west through the middle of such concessions. Concession A, containing all the land between concession 1 and the lake front is of irregular depth, and the lots consequently vary much in area.

The survey was conducted as nearly as possible, considering the nature of the ground to the directions contained in the instructions; the lines are well opened up and blazed, and the posts firmly planted in the ground.

The posts on the line between concessions A and 1 are marked similar to the posts planted in a double front concession, that is, the concession number was placed on the south side of the posts as well as on the north side, thereby indicating that the posts governed the lot lines in concession A as well as in concession 1. The other regular posts of the township are marked in the usual manner, the number of the lots on the east and west sides, and the concession on the north side, excepting the following, which are



marked as given below : The post at the northeast angle of lot 13, concession II., N.R., is marked 13, concession II., N.R.; on the S.W. side, 12, concession II., N.R.; on the S.E. side, 6, concession III., on N.E. side, and 7, concession III., on N.W. side. The post marking the N.W. angle, lot 16, concession II., N.R., is marked 16, concession II., N.R., on the southeast side, and 8, concession III., on the northeast side, no marks being placed on the other two sides of the post, but the post at the intersection of the line between lots 16 and 17 and the south shore of Rice bay is marked on the east side, "8, concession III.," on the west side, "17, concession II., N.R." The posts planted at the northeast angles of lots 25 and 29, concession II., N.R., are marked on the sides facing the lots, with the numbers of the lots and concessions both.

The surface of the township is very much broken by rocky ridges and bays of Rainy lake. Very little agricultural land is met with, but several very promising mineral veins outcrop within its boundaries.

Work was very much delayed in the latter part of the season by smoke from forest fires, both in United States and Canada.

Accompanying please find plans and field notes.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.)

H. B. PROUDFOOT,

Ontario Land Surveyor.

The Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

(Appendix. No 38.)

## MERIDIAN AND BASE LINE.

DISTRICT OF RAINY RIVER.

HALIBURTON, ONTARIO,

December 10th, 1894.

SIR,—I have the honor to submit the following report on the survey of a meridian and base line in the district of Rainy River, surveyed under instructions from your Department dated July 18th, 1894.

The survey was made during the months of July, August, September and October.

I reached the work *via* Canadian Pacific Railway, getting off at Wabigoon, then proceeded to Rainy lake by the Manitou route with canoes, and commenced the survey on the meridian line at a point on my base line of 1892, 90 miles west of the boundary line between Thunder Bay and Rainy River districts, and 72 miles south of the Canadian Pacific Railway.

From this point I ran north astronomically 78 miles, crossing on my way Red Gut bay of Rainy lake, numerous small lakes, Lake Manitou, Osbourne lake, the C.P.R. and the Wabigoon river, the line terminating about 2 miles north of said river. At 54 miles on said line I proceeded east across the country 12 miles to the 18-mile post on my base line of 1893 and produced this line astronomically from 18 to 42 miles crossing Osbourne lake in its course. I also connected Indian Reserve No, 27 and Eagle lake with my meridian line by running a tie line from southeast angle of said reserve south  $39^{\circ} 22'$  east astronomically 3 miles 23 c. 72 lks. intersecting meridian line 64 miles 34 c. 73 lks. north of its initial point.

The boundaries of Indian Reserve 26A were noted as I passed through it and any mining locations the line passed through or within a reasonable distance thereof were connected therewith. I also made a track survey of the Manitou route when going into the work the result of which will be seen upon the plan.

Astronomical observations were taken wherever necessary and practicable, the magnetic declination of the needle was about  $7^{\circ} 30'$  east.

Wooden posts were planted at every mile and iron posts 3 ft. long  $1\frac{1}{4}$  inches gas pipe pointed and closed at the top and painted red were planted alongside of the wooden posts at every three miles. The number of miles was marked on wooden posts with a scribe iron and on the iron posts with a cold chisel. Stone mounds were built around all posts wherever practicable and bearing trees taken.

When the end of a mile came in a lake or river the post was planted on the line on the nearest land and distance noted in field notes and marked on the wooden posts. In such cases the iron post was marked with the nearest mile and a plus or minus sign as the case might be. The posts on the meridian line are marked on the south side with the number of the mile, those on the base line are marked on the east side, and those on the tie line from Indian Reserve and Eagle lake on the west side.

No posts were planted or trees blazed while passing through Indian Reserve.

The details of observations etc., will be found in the field notes.

Portions of the country of more or less area have been burnt at various times as marked on plan and called *brulé* now growing up with pitch pine, white birch, poplar spruce etc.

The meridian line passes through considerable pine timber of fair size and good quality, but a large amount of pine was during the summer destroyed by fire. Bush fires prevailed in every direction and the operations of the survey were often interrupted by fire and smoke.

At Lake Manitou three days were occupied in getting the two mile distance across the lake.

Pitch pine of fair size was often met with and tamarac spruce and cedar in the swamps. The character of the country is rolling and hilly with rock and stone in many places. Sandy soil prevails, but considerable clay land is met with along the lines of survey notably, in the vicinity of Osbourne and Eagle lakes, the C.P.R. and Wabigoon river. There is a large area here fit for agricultural purposes.

Manitou lake as will be seen by the plan is a long stretch of navigable water, numerous mining locations have been taken up along its shores and on the islands therein but as yet no mining has been done.

Eagle lake is a fine sheet of water and considerably larger I think than any plan that I have seen shows it to be, it appears to be surrounded by good land and the Indians grow excellent potatoes on their reserve there, the lake abounds with whitefish. Osbourne lake is also of considerable size and filled with islands. All these waters find their way to Hudson bay through Lake Winnipeg and Nelson river.

The base line from the 18th to 42nd mile runs chiefly through *brulé*, pitch pine, spruce etc., being the prevailing young timber. Some fair sized white pine was also found along this line chiefly about Osbourne lake, The geological formations are the Huronian and Laurentian.

No minerals were met with, but the prospector is "abroad" as witness the fires all over the district during the summer.

My party consisted of fourteen all told. The summer was very dry and when crossing the ridges between lakes we often suffered for want of water.

We had a snowstorm on the 2nd of October but fine weather afterwards.

Herewith are plan and field notes of survey and account.

I have the honor to be Sir.

Your obedient servant,

(Sgd.) A. NIVEN,  
Ontario Land Surveyor.

The Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

*(Appendix No. 39.)*

## ALGONQUIN NATIONAL PARK.

CANOE LAKE, ALGONQUIN NATIONAL PARK,

5th January, 1895.

THE HONORABLE A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto, Ont.

SIR,—I have the honor to submit herewith my report as Superintendent of The Algonquin National Park of Ontario for the year 1894.

## EXTENSION OF PARK LIMITS.

During the year the limits of the Park have been extended, and its area considerably enlarged. As originally constituted by Act of the Legislature (56 Vict. cap. 8), the Park was composed of the townships of Peck, Hunter, Devine, Biggar, Wilkes, Canisbay, McLaughlin, Bishop, Osler, Pentland, Sproule, Bower, Freswick, Lister, Preston, Dickson, Anglin and Deacon. Subsection 2 of section 3 of the Park Act empowered the Lieutenant-Governor in Council to add to the Park any adjoining townships or parts of townships in which no lands had heretofore been granted. Under the provisions of this clause the following territory was added to the Park domain by order in council of 2nd October, 1894, *viz.*: on the west, all that portion of the township of Finlayson lying east of the side road between lots 20 and 21 in the several concessions thereof; all those portions of the townships of McCraney, Butt and Paxton lying east of the side road between lots 15 and 16 in the several concessions thereof, and all that portion of the township of Ballantyne lying east of the side-road between lots 20 and 21 in the several concessions thereof, except lot 21 in the 5th concession, which had been patented. On the north there was taken in all that portion of the township of Boyd lying south of the line between concessions 10 and 11. The area thus added comprised 161,696 acres of land, and 9,501 acres of water. The original reservation contained 831,793 acres of land and 106,393 acres of water, so that there is now contained within the Park 993,489 acres of land and 115,894 acres of water, or 1,109,383 acres in all, equal to 1,733 square miles. This area is approximately forty-four miles in length from north to south, and forty miles in width from east to west. It lies between 45 degrees 20 minutes and 46 degrees 10 minutes north latitude, and 78 degrees and 79 degrees 8 minutes west longitude.

The territory annexed by Order in Council does not materially differ, either in the character of the soil or timber or its adaptability to settlement, from the remainder of the Park. The surface presents the same general appearance, being broken by hills and ridges and diversified by swamps and marshes. The proportion of land to water is also approximately the same, and the prevailing trees are those of the original reservation, the principal varieties being pine, birch, maple, hemlock, cedar and tamarac. The section of country added on the west is a great resort for moose and deer, and game is even more plentiful there than in the other portions of the Park. The moose appear to find in this district in great abundance the food which they prefer, while the deer draw thither



to avail themselves of the protection which the proximity to settlement affords them from their enemies the wolves. The head waters of the two main branches of the East river take their rise in the eastern portion of McCraney—the westerly branch in Rainy lake, and the easterly branch in Moose lake. The part of the township of Boyd which was added to the north boundary was indispensable, because of its being traversed by the principal chain of the north or Amable du Fond branch of the Petawawa waters which form an important link in the leading waterway from the northeast to the north and northwest districts of the Park. It was essential that control should be had of this easy means of access to two sides of the Park. It is not known that there are any settlers in the portions thus added, and, indeed, there is little inducement for even the hardiest squatter to pitch his tent so far from civilization. The proportion of land which will ever be coveted for farming purposes is very small. For the protection of game and fur-bearing animals, the preservation of important streams, and all the purposes for which the Park was established, and the additions made by Order in Council will be of material assistance.

#### WORK DONE DURING THE YEAR.

The work done during the year has been chiefly of the preliminary kind which was begun at the outset, and which must be completed, or at any rate largely advanced, before a number of the main objects of the Park can be pursued. The chief feature of the season's operations was the building of shelter huts in various portions of the Park, but principally on the east and west sides. They are of the same character as those previously erected and as described in my report for last year. In a few places deserted lumber camps were found in suitable sites, and these were repaired and put in order for the purpose. Including these, sixteen shelter huts have been put up during the year, in the following locations,

- (16) Lot 25, concession 3, Peck.
- (17) " 16, " 1, Devine.
- (18) " 4, " 11, Devine.
- (19) " 19, " 6, Biggar.
- (20) " 13, " 8, Biggar.
- (21) " 23, " 11, Biggar.
- (22) " 6, " 6, Wilkes.
- (23) " 28, " 3, Deacon.
- (24) " 34, " 3, Anglin.
- (25) " 15, " 10, Freswick.
- (26) " 25, " 8, Freswick.
- (27) " 14, " 8, Dickson.
- (28) North of Shirley lake, in Preston.
- (29) Oram's lake, in Preston.
- (30) Lot 11, concession 8, Hunter.
- (31) " 22, " 2, Butt.

There are now, exclusive of headquarters, thirty-one of these shelter huts, scattered throughout the Park, which will afford a considerable part of the accommodation required by the rangers while on patrol duty. It will be necessary to build a series of huts in the newly added portion of the Park on the west, and experience will also probably indicate other sites here and there where it will be desirable to provide shelter. In cases of the latter kind, the work can no doubt be done by the regular Park staff in the intervals of their other duties.

Another important branch of the work is the cutting out of portages and trails, and the clearing of rubbish from the beds of streams. Both kinds of labor are necessary in order to make travel within the Park easy or even possible. Eighty-three and one-half miles of portages and streams have thus been respectively cut and cleared. In some cases considerable quantities of driftwood and half submerged rubbish had to be removed from the bed of a creek or stream before a passable canoe route could be secured. This kind of work will require to be carried on from year to year until the waterways from one end of the Park to the other afford free and unobstructed navigation.



The work of patrolling the Park has been performed by the staff as efficiently as our other labors would permit, and I am glad to say that it has not so far been found necessary to resort to force or even to the harsher measures provided in the Park Act in order to secure due observance of the law. There is no open and flagrant violation of those provisions which forbid hunting and trapping in the Park, and so far as the diligence and watchfulness of the rangers and myself have enabled us to ascertain, there have been but few attempts at secret poaching. One or two infractions of the law have come to my knowledge, but from lack of evidence the offenders have not yet been prosecuted.

Owing to the fact that the new territory was added to the Park at so late a date as the 2nd of October, it was necessary to take prompt steps to give public notice of the additions, so that intending hunters might be warned against crossing the new boundaries when the open season for deer began on the 20th of October. Notices printed on cotton were supplied by the Department, and by engaging a man specially for the purpose, I succeeded in having these put up not only in the villages and stations along the line of the Grand Trunk Railway running parallel to the west side of the Park, but also along the western limit of the Park itself, in time to take the change fairly well known before the hunting season opened. There was an unusually large number of sportsmen in the woods during the deer season, and one party of eleven was found at the west end of North Tea lake, in the township of Ballantyne, just inside the new boundary. They claimed to be unaware of the change in the Park limits, and this was no doubt the case, as they at once withdrew on being notified that they were infringing the law. The taking in of the new territory as well as the prohibition of hunting and trapping within the Park is cheerfully acquiesced in by the great majority of sportsmen, who, indeed, are rejoiced to know that such measures are being taken in the interests among other things of game preservation.

#### WILD ANIMALS AND GAME.

It gives me pleasure to report that the effects of the protection afforded to animal life in the Park can already be seen. This is noticeable more particularly in the case of that prolific creature, the beaver. When I entered on my duties in July, 1893, scarcely a beaver sign could be seen, and it required close inspection to discover the presence of these animals. Now we are aware of at least sixty places in the Park where families of beaver have located themselves, in a number of cases on waters where there was no previous indication of their existence. The beaver are undoubtedly beginning to recruit their numbers, and, with efficient protection, I see nothing to prevent their once more assuming possession of the streams and lakes which were formerly their home. It is perhaps too soon to look for any material increase in the number of moose and deer which inhabit the Park, but these animals will doubtless ere long also show the good effects of isolation from their destroyers. Moose are not at all scarce in the Park itself, and enjoying as they do a statutory protection outside its bounds denied the deer, they are, though depleted in numbers, not by any means annihilated. The period during which it is unlawful to kill a moose anywhere in the Province expires on the 25th day of October, 1895. This day of expiry appears to be awaited with considerable anxiety by hunters and others, and the intention is quite generally expressed to begin a slaughter of the moose as soon as the law allows. It would be a matter of regret if this noble animal were exposed to the danger of extermination, and there is some reason to apprehend that this will be the case if the protection now existing is withdrawn. I would strongly recommend that the clause prohibiting the killing of moose be re-enacted, and the time extended for a further period of five years.

In a district such as this, where human companionship is almost entirely lacking, the presence of wild animals relieves the solitude of the forest and adds much to the pleasure of existence. As a rule, they are seldom seen or heard, for their keenness of scent and vision enable them to avoid intruders long before there is any danger of being themselves discovered, but occasionally a sudden turn in a stream will bring the occupants of a canoe upon a moose submerged in the water to get rid of the flies, or of a bear feasting on the raspberries where they grow the thickest. On one occasion last summer I was

paddling down stream with one or two of the rangers when we unexpectedly came upon a moose cow with two calves in the water. The mother plunged out upon the bank, followed, but more leisurely, by the young ones. We landed and had little difficulty in approaching the calves, who exhibited few signs of fear. We petted and rubbed them, and offered them some pieces of bread, which they at first refused, but afterwards ate with relish. All this time the cow stood some little distance away, endeavoring to the utmost of her ability to attract the attention of her offspring, but to no purpose, as the latter seemed to be fascinated by their newly found friends. Even when we took to our canoes and paddled away, the young moose were unwilling to be parted from us, and ran in our wake for some time along the bank of the stream. Though there is little harm to be apprehended from the wild beasts of the Park, there is just that spice of danger which is sufficient to give zest to the sometimes arduous duties of the ranger. One day while exploring for a better portage, and separated from his companions, one of our party encountered two bear cubs feeding on the berries. He knew the dam could not be far away, and that if he wished to secure the cubs or either of them it was necessary to act quickly. Unfortunately his rifle was not loaded, and, while endeavoring to get at the only cartridge in his possession, the she-bear came crashing through the bushes and he concluded not to contest the field with her. While travelling through the Park in winter, either singly or in pairs, the rangers are frequently shadowed by a single wolf, whose motive may be curiosity or a desire to take advantage of any mishap occurring to those he follows. This unwelcome attendant is very rarely seen, and if it were not for the tell-tale footprints which he leaves in the snow his presence would be unsuspected.

Wolves continue to prove themselves very destructive to the deer, and appear to be at least holding their own, if not actually increasing in numbers. Protection to the deer is protection to them, and the tendency will be for them to grow more and more numerous unless some systematic means are taken to kill them off. Like the bear, the wolf has no beast of prey to make war upon him, and the sole resource is to compass his destruction at the hands of man. I hope during the present year to devote part of the time of the ranging staff to an effort to get rid of some of these pests.

While treating of animated nature in the Park, I may say that it has more than once occurred to me that it would be quite feasible to introduce additional varieties of game birds. At present the chief, if not the only sorts are partridges and ducks, the latter being comparatively scarce. I see no reason why the prairie chicken should not thrive in Algonquin Park. There is abundance of food for all birds of the grouse or partridge family, to which the prairie chicken belongs, in the buds of trees, etc., and the climate of the Park is certainly not more severe than at Rat Portage or on the northern shore of Lake Superior, where the prairie chicken is said to be plentiful. Two or three dozen pairs of half-grown birds might easily be caught at the proper season and transported to the Park, where they could be set at liberty and I believe would multiply rapidly. If the district proved suitable, they would soon spread beyond the limits of the Park, and would be a valuable addition to the game birds of the Province. A similar experiment might be tried with the Rocky Mountain grouse, which would also, in my opinion, breed freely in the Park.

In the month of November I procured a quantity of wild rice from Peterborough for the purpose of sowing it in spots where it would be likely to grow and provide food for the wild ducks, whose numbers it would be advisable to increase, if possible. Owing to the ice forming a day or two after receiving the rice, I was not able to sow more than half the quantity, which I placed in the shore waters of several shallow lakes with muddy bottoms. The remainder of the seed I shall sow next spring. I am in hopes the condition will prove favorable, though wild rice does not seem, so far as I can learn, to be indigenous to any portion of the Park.

#### REFORESTING AND LUMBERING OPERATIONS.

The time will soon arrive when there will be leisure to turn to other aspects of the work than those which have hitherto chiefly engaged our attention. I think that a systematic attempt might be begun to reforest some of the areas of the Park which have been denuded of their pine trees. My opinion is that this could best be done by sowing the



pine seed, and with this end in view, I shall endeavor to procure a quantity of white pine seed during the present winter. We gathered a great many pine cones last winter in hope of extracting the seed, but the season seemed to be an off one, and the cones were invariably empty. I took with me from Toronto in the month of October about a bushel of acorns, and have planted about half this quantity in places in the Park which appeared suitable. I believe the oak will grow there, as it is found on the northern boundary in fair-sized trees. It is also my intention to test the adaptability of the region for growing apple and other fruit trees and currant bushes. We have planted half a dozen apple trees of a hardy variety at headquarters on Canoe lake, and so far they seem to be thriving.

Operations have been carried on during the past year by various lumbering firms owning timber limits in the Park. In cutting and removing the pine timber they are, of course, simply taking possession of their own property, which they have bought and paid for, though certainly one could wish that the methods of removal were not so rough and so detrimental to the remaining forest as they sometimes are. One of the greatest risks which a lumbering firm must run is the ever-threatening one of fire, and to assist in the prevention of fire is one of the most important duties of the staff of Park rangers. It is pleasing to be able to report that notwithstanding the extreme dryness of last summer, and the very serious fires which raged elsewhere in America, and even in some parts of Ontario, no damage was done to the timber in Algonquin Park. I am not aware that any fires whatever took place. This exemption is due not only to the efforts of the Park rangers and the fire-rangers employed by the Government and lumbering firms, but also to a growing carefulness on the part of the public in the use of fire while travelling through these wooded districts and an increasing desire to comply with the terms of the law respecting fire.

One feature of the lumbering operations which seems to call for some comment is the building of dams on streams, usually at the outlet of lakes, for the purpose of raising the height of the water and so facilitating the "driving" of sawlogs. That this is a necessity in order to get the logs to market I willingly allow, and if certain precautions which I shall mention were adopted, there would be no objection whatever to the practice. But the effect of the waters of a lake being allowed to stand for a considerable length of time at a high level is very disastrous to the timber growing on the banks overflowed by the water. The trees die, and the earth in which their roots are fixed being washed away, they fall, and when the waters are reduced to their usual level there is a fringe of dead and dying trees, some standing and some fallen, all round the lake, furnishing a dismal scene greatly in contrast to the fresh, green woods which formerly stood in their place. This is not an imaginary evil, but is found wherever the damming of lakes has been resorted to for the driving of logs and where no attempt has been made to prevent injury being done to the timber on the shores. In some cases where the banks are flat and marshy the waters at their increased level stretch inland for a considerable distance, and do a corresponding amount of damage. The waterways in Algonquin Park afford almost the only means of travel, and the effect on the mind of the visitor of seeing dead and decay-vegetation where over-arching trees once mirrored themselves in the water is very depressing. Dams have recently been erected or are in process of erection on several lakes in the southeastern portion of the Park, and it is most important that they should be so constructed and managed as to do as little damage to the timber as possible. If the water is kept dammed back in the spring for only long enough to drive the logs, and the lake is then allowed to fall to the natural level, little or no harm will be done. To enable the water to escape freely the dam should be provided with a wide and deep outlet sufficient to lower the water in a short time. Sometimes the water is retained at the high level not for driving purposes, but to make streams navigable for small steamers of the "alligator" variety. It is decidedly open to question whether this should be allowed to be done at the expense of marring the beauty of the Park.

There are a large number of dams on the Park waters, but none of them are provided with fishways or ladders, and the result is that in many places the fish are unable to ascend the streams and are consequently decreasing in numbers. I would strongly recommend that all dams should be provided with sufficient outlets and with fishways, and that it be not permitted to retain the water sufficiently long to damage the timber.

## RAILWAY CONSTRUCTION IN THE PARK.

The Ottawa and Parry Sound Railway now in process of construction from Ottawa to Parry Sound has reached a point about ten miles from the southern boundary of the Park at Long lake, in the township of Airey. The route which the railway will follow through the townships of Sproule, Canisbay, Peck, Hunter and McCraney in the Park has been largely located, and the contract for building a 20-mile section of the line from Long lake is shortly to be let. The building of the railway will bring into the Park perhaps some thousands of navvies, and will very materially increase the work of the staff during the coming season, particularly as regards the preservation of the game and fur-bearing animals and the prevention of fire. It is likely that a temporary increase of the ranging staff for the summer while the railway is being built will be required. The contractors for clearing the right of way should be obliged to dispose of all timber cut on the track in such a way as not to leave any of it in the woods on either side. Tree tops, branches, etc., removed from the right of way and thrown into the bush provide precisely the material most likely to bring about disastrous fires.

The water in the rivers and lakes of the Park during the past year was unusually low ; lower indeed, than at any other time for the past ten years. No doubt this was due to the extraordinarily dry season. The total fall of snow in the winter of 1893-94 was 109½ inches, of which 54½ inches fell after 1st January. The snowfall of the present winter (1894-95) has so far been light. The first snow of the season fell on the 14th of October to a depth of 9 inches, but this disappeared on the second day. Snow fell on the 13th of November and remained on the ground. Ice formed on the rivers on the 7th of November, and the lakes froze across on the 29th of the same month. There was frost in every month from May to December. Thermometer readings were taken only during the months of November and December. In the former month the highest temperature was 50° above zero, and the lowest 9° below. In December the highest was 42° above zero, and the lowest 2° below. The summer of 1894 was very warm as well as dry, and in June and July the flies were unusually bad—well nigh intolerable.

The number of visitors to the Park last year was not large, owing no doubt to its still being comparatively inaccessible. The colonization roads being built from Dorset to South Tea lake, and from the Huntsville and Dwight road to Canoe lake, but especially the Ottawa and Parry Sound Railway, will give increased facilities for getting into the Park, and a much greater number of tourists may be expected to avail themselves of the privilege of spending a few days in the cool recesses of this northern forest during the hot days of summer. Under the regulations provided by Order in Council, no visitor is allowed to fish without a license from the Commissioner of Crown Lands or the Superintendent of the Park, and then only with hook and line and for purposes of food. Several such permits were granted last summer. The fishing in some parts of the Park was excellent.

The present staff of the Park is as follows, in addition to the undersigned ; John Simpson, Chief Ranger ; Stephen Waters, Timothy O'Leary and William Geall, Rangers. Messrs. D. A. Ross, James Sawyer and Daniel May were also employed for broken periods as temporary rangers. I am glad to have this opportunity of bearing witness to the efficiency of the members of the staff, and their desire to forward in every way the success of the undertaking.

I have the honor to be, Sir,

Your obedient servant,

PETER THOMSON,

Superintendent Algonquin National Park.



*(Appendix No. 40.)*

## RONDEAU PROVINCIAL PARK.

MORPETH P. O.,  
12th January, 1895.Hon. A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

SIR,—I have the honor to submit this my first report as caretaker and ranger of the Rondeau Provincial Park, to which position I was appointed on 9th May, 1894.

The Park consists of a sandy peninsula, known as Pointe aux Pins, jutting out from the east limit of the township of Harwich, Kent county, into Lake Erie, and no doubt, owes its origin to the currents and waves of the lake, being composed almost wholly of sand and pebbles. It is attached to the mainland by a narrow neck, but increases greatly in width as it leaves the shore. Curving to the west and meeting a long, narrow tongue of sand sent out from the land farther up the lake, it encloses the safe and commodious, if shallow, harbor known as Rondeau, whose only communication with Lake Erie is by means of a cut at the junction of the peninsula and the sandy spit referred to, where a lighthouse has been built by the Dominion Government. The area of the Park is 4,446 acres, which does not include a block of about 500 acres of the southern portion held by the Dominion Government as ordnance land. The sandy soil of the Pointe has, in course of time, become covered with vegetable mould sufficient to sustain a vigorous growth of timber of the kinds mentioned below, and in the lower or westerly parts, which are more open, grass grows luxuriantly.

It has been the custom for large numbers of cattle to be driven on to the Pointe to graze, and in many cases they were turned out in spring and allowed to remain without intermission until the fall. In fly time, tormented by the mosquitoes and other insects, the cattle used to paw the sandy surface of the ground and throw it in the air, in this way denuding considerable areas of their grassy covering, and leaving the sand open to be blown about by the wind. Swine were also herded on the Pointe, and did their share in rooting up the grass and extending the area of the sandy spots.

The Pointe has long been a favorite resort for campers and picnic parties from the surrounding country, as it is the only place of the kind in this part of the Province to which the public have free and unrestricted access. It is admirably adapted by its situation and surroundings to serve as a place of summer residence, affording both the leafy shade of the forest and the cooling breezes of the lake. Owing however to this practice of pasturing live stock, those portions of the Pointe usually frequented by picnickers and pleasure seekers have lost some of their attractiveness, which will soon return on the regulations being enforced forbidding the entry of such animals into the Park.

The waters of the Rondeau on the northern side of the Pointe have been the feeding ground and shelter for thousands of wild ducks from time immemorial. Every autumn they come in vast numbers to feed on the wild rice, water celery and other edible plants which grow along the reedy shores of the Eau. Many varieties of duck are found among them, including the canvas-back, the red-head, the bluebill, the butterball, etc. Sportsmen are attracted by the presence of the ducks, and come in scores, not only from the vicinity of the Pointe, but also from distant parts of the Province, to enjoy a few days

shooting in the fall and early winter. The large numbers of duck that are killed every year do not deter their successors from coming the following season, but of late years the flocks seem somewhat diminished, probably because of the increasing eagerness with which they are being pursued.

Rondeau Park contains probably the largest and finest block of timber left in this section of the province. It is still densely wooded in the upper part, and remains a fragment of the original forest which covered this part of southern Ontario to enable the present generation to judge of its beauty and variety. It is doubtful whether any other part of America of equal area could present a greater number of distinct species, or a more splendid growth of individual trees, than this part of the Province in its primeval state. Cultivated fields have now replaced this grand forest almost everywhere, except in this corner which, owing to its situation and sandy soil, has been reserved from sale by the Government, and has thus been preserved to a considerable extent unimpaired.

The timber in Rondeau Park is of very luxuriant growth, and is remarkable as comprising the only grove of pine known to have existed in the lower portions of the southwestern peninsula—hence the name, Pointe aux Pins, or Pine Point. The following varieties are to be found in large quantities: ash, hickory, basswood, whitewood, white oak, red beech, maple, elm, butternut, and some black walnut. The last named valuable tree was once very common in this part of Ontario, but in the early days it was prized principally because of its being easily split, and miles of snake fence in this country have been made of black walnut rails. Pine is also plentiful. Sassafras trees of considerable size occur, as well as numerous other kinds, both large and small. Many of the trees are large and high, and the impression conveyed in passing through the woods is that of an English gentleman's park. Partridges are frequently seen in the bush, and snipe along the edges of the Eau. Other forms of animal life are squirrels, foxes, etc. The wild turkey was once plentiful in the Lake Erie counties, but is now almost extinct, if not entirely so. I would suggest that an effort be made to preserve this king of Ontario game birds from annihilation by placing a few pairs in the woods on the Park, if it be still possible to procure so many. No doubt, if unmolested they would breed, and perhaps in time re-stock the Park. Quail also, and prairie chicken (if not too far south) might be introduced with good prospects of their increasing in numbers.

There is a considerable quantity of fallen wood, which could be made use of, some of it as fuel, but nearly all of the hard woods such as ash, beech and white oak, could be utilized for building material, being especially fit for joists, plank, scantling and rafters. Some of the older trees are dying at the tops from age and exposure and will soon decay, but the younger growth of timber is rapidly filling in the gaps made by the fallen ones. It would be advisable, in my opinion, for the Government to make use of this timber in the construction of such buildings and other work as it may be found necessary to provide. A dock on the Rondeau side is certainly wanted, at which boats could land passengers in comfort and safety, the present rickety structure being insufficient and indeed unsafe. A substantial wharf and pier reaching out to the deep water, perhaps 500 feet from shore, could be built on the site selected at a cost of about \$600. The dwelling house in which I am at present living is a building put up by the Weldon Bros., who had a lease from the Government of part of the Pointe, and used by them as a hotel. It is suitable for a summer residence only, and was never intended to withstand the icy winds of winter. It has been taken over by the Government on the Weldon lease being cancelled, at a cost of \$800. I think it might be rented in the summer season for a sum at any rate equal to fair interest on the purchase money. A cottage for the Ranger who has to reside on the Pointe the year round would seem to be necessary. There are a large number of visitors every year in the form of picnickers and pleasure seekers on holidays. At present there is little or no accommodation or shelter for such parties, and in order to render the Park attractive and provide cover from the weather, facilities for serving meals, etc., I would suggest the erection, in the near future, of a pavilion something after the nature of those usually found in resorts of this kind.

There is plenty of dead and dying timber of the various sorts to furnish the lumber for these several structures, without at all interfering with the beauty of the Park, or depriving it of any of its healthy and vigorous trees. A small portable mill could be



placed on the Pointe, and such trees as are already lying on the ground or evidently advanced in decay could be sawn into lumber at a comparatively small expense. Care would of course be taken by personal inspection, to select only such trees as came under the category of dead and dying timber. At a rough estimate, I should judge that the quantity of timber answering to this description would amount to about 200,000 feet, b.m., the principal kinds being white pine, white oak, whitewood, basswood, black ash and beech.

The road leading into the Park was so sandy as to be almost impassable, but upon your recommendation and direction I have caused a portion of it to be covered with a thick bed of gravel taken from the Eau shore. The experiment upon the part so gravelled seems to me to be a successful one.

Heretofore intoxicating liquors have been sold at the Rondeau, and until the Park Act was passed at last session of the Legislative Assembly no restrictions existed as to the sale of liquors there. Nothing of this kind will of course now be allowed, and it is hoped that perfect order can be maintained even in the large crowds which are accustomed to visit the Park on Dominion Day and other holidays.

Having secured temporary residence upon the Park by renting the house already mentioned, I began the work of superintending and looking into the needs of the place, and performing such duties as devolved upon me by direction of your Department. A few individuals tried to give me some trouble at the start by infraction of certain provisions of the Act, but by promptly taking legal proceedings I obliged them to desist. They gave their undertaking to quit the premises, and no trouble has since been made by these parties or any others.

Having been appointed deputy warden by the Game and Fish Commission, I had also to see to the enforcement of the law governing fish and game at the Park and vicinity. I found that as a result of the use of batteries the wild ducks were becoming very timid and reluctant to alight on the Eau, and I therefore forced the batteries to withdraw from the central part of the Eau waters to the vicinity of the shore. Another year I would not allow these to be used at all, as they are not only in contravention of the terms of the Game Laws, but by causing undue slaughter of the duck, are very injurious to the game interests of the Park.

A little over a month ago I sowed a quantity of wild rice in the water where the depth ranged from half a foot to two feet along the east and northerly shore of the Eau.

The Department having decided to lay out a number of lots to be leased as sites for summer cottages and indicated the locality for same, I attended with the surveyor, Mr. Malcolm, when he surveyed the lots, both on the Eau and Lake Erie sides. Already applications have been received for more than the number laid out on the Eau shore.

As a summer resort the Rondeau Provincial Park will be popular and healthful.

I have the honor to be, Sir,  
Your obedient servant,

ISAAC GARDINER,  
Park Ranger.

(Appendix No. 41.)

REPORT  
OF  
THE SUPERINTENDENT  
OF  
COLONIZATION ROADS.

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To the Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Ontario.

SIR.—I have the honor to present the following report of works executed under the management of the Colonization Roads' branch of this Department during the year 1894.

Two hundred and four miles of new roads were opened during the season, five hundred and sixty-five miles were repaired, and twenty-six bridges built, their total length aggregating three thousand nine hundred and sixty-seven feet.

The year was generally a favorable one for work of this character and in consequence, a very satisfactory amount was done as a perusal of the report will attest :

NOTH DIVISION.

BATCHEWANING ROAD.

From the 12-mile post, which is the point where repairs were ended last year, a mile and a half of substantial work has been done over a rough, rocky section.

BIGSBY ISLAND AND RAT PORTAGE ROAD.

A winter road, the course of which is from Rainy River north to Little Grassy river ; thence across water to Bigsby island, and on to connect with the road to Rat Portage.

The chief work now in progress is that portion from Rainy River north about nineteen miles, and is intended to serve settlers who have taken up lands near Grassy river, and save long distances to inhabitants in many instances.

The south end of this road is between sections 27 and 28, township of Worthington.



### BRIDGE REPAIRS, WEST ALGOMA.

These repairs are in consequence of damage to the large bridges over Kaministiquia river by the ice and freshets of last spring, the chief one injured being that to the west of Slate river. Ice upon the river being necessary before beginning work the repairs are only now in progress.

### CHELMSFORD CREEK BRIDGE AND ROAD.

Three miles and a half of road repairs, and a new bridge having a main span of forty-three feet and full length of ninety feet.

From Chelmsford one mile of new road was also opened, and a further length of three-quarters of a mile chopped and stumped.

### CROZIER AND LASH ROAD.

Continuing this road which was commenced last year, a mile and a half was opened beginning at the east corner of lots five and eight Crozier, and extending west between these lots and of lots six and seven to within half a mile of the east boundary of Devlin; with half a mile of ditching, and nearly half a mile of repairs upon last seasons' work.

A ditch for drainage was also opened from a lake situate in the northeast quarter of section 6 Crozier, to a creek which empties into Rainy river on lot number thirty-eight Roddick. This ditch is a mile and three-quarters long, four feet wide, with an average depth of about four feet. The creek itself was also cleaned out and deepened along a length of one and an eighth mile. This latter work the inspector writes, will be of immense benefit to the property through which it passes, and will aid in the settlement of the district; in fact, he says, settlers have already taken up land along the line of the ditch, which they would not have done before. Its value in draining the roads too is also great, as the inhabitants will attest.

Another report from that locality states that the drain above mentioned has lowered the lake several feet, and that it will have a relatively beneficial effect in lowering water in the surrounding Muskegs.

### DAY AND BRIGHT TOWN LINE ROAD.

This work was commenced at the corners of Day, Bright and Thessalon, and a mile and three-quarters opened on the boundary between Day and Bright, mostly through a swamp. In addition to the above a good bridge was built on the Bright Additional road and half a mile of new road opened.

### DEAN LAKE AND MISSISSAGA ROAD.

A new road opened from the centre of section 20, township of Thompson eastward three miles to the Mississaga river. It is well made as a good winter road.

### ECHO RIVER ROAD.

Two miles chopped, logged, grubbed and levelled, and half a mile graded; thus opening a highway from the Great Northern road to Echo Bay station.

### GORDON AND ALLAN 10 AND 11 CON. ROAD.

On Manitoulin Island, is on the concession line named, the work being from lot number four of Gordon eastward to lot twenty-three of Allan township, some three miles which were well opened and graded.

### GRAND PORTAGE ROAD.

Very permanent repairs were made, continuing from work of last year, namely, the west boundary of the township of Wells a mile and a half westward. It is the principal highway in that locality.

### GRASSY RIVER ROAD.

This road is from Rainy River near the mouth of Pine river, connecting with the road which is constructed from section 35 Dilke north to the town line between Patullo and Nelles; and when Pine river is bridged and the road finished settlers will be able to reach Rainy River at all seasons. The work this season was a mile and three-quarters well opened and grubbed, with half a mile of the same graded also.

### GREAT NORTHERN ROAD.

Twenty-four miles of this main highway were more or less improved, chief attention being given to the repair of bridges and culverts. The inspector reports the portion improved to be now very passable.

### HONORA BAY AND SUCKER CREEK ROADS.

Two works on the Manitoulin Island, the first of which—Honora Bay road—was continued from the ending of last years work in the township of Howland, parallel with the Bay shore, and extending from Honora Bay to join a road into Little Current, the market of the settlers in that neighborhood, and of which two and three-quarter miles were well opened and ditched throughout.

The second road—Sucker Creek and Assignack road—is a mile and a half of new work beginning at a point between lots twenty-one and twenty-two, and between concessions two and three Assignack, thence westward twenty chains, thence south between lots twenty and twenty-one fifty chains to the blind line between concessions three and four, and thence west on said blind line fifty chains.

### MASSEY, MAY AND SALTER ROADS.

In the township of May there was opened nearly a mile and a half of road, being between lots ten and eleven from the second concession north; and repairs in the same township were extended over nearly five miles, from Spanish River on lot twelve in the second concession south through the centre of lot twelve, to the south boundary, and from thence eastward to lot number eight. Again, from the boundary between Sheddon and Victoria, west to Spanish River station on the O. P. Railway, two miles were opened, and there is now, the inspector says, a good road from Spanish station to Webbwood—twenty-five miles.

### MISSISSAGA FERRY.

This work is the building of a crib and other work for the protection of a scow used as a ferry across the Mississaga river in the township of Thompson.

It is reported that three to five hundred persons use this scow each year as their only means of crossing the river.

### MORLEY TOWNSHIP ROAD.

Opened from the termination of that previously built, to the south angle between sections 34 and 35 of Morley, and thence eastward between sections 26 and 35, one mile, or total length of one mile and sixty-four chains. Along this route for drainages purposes a ditch nearly three quarters of a mile in length was opened on the

west side of the north and south portion, and continued a further distance of sixty-eight chains between sections 34 and 35, to meet the east branch of Pine river, near the town line between Morley and Patullo.

During the progress of the work bush fires which prevailed to an alarming extent destroyed a considerable portion of the road, involving the repair of more than three quarters of a mile: the total sum of the work done was therefore one mile and three quarters of new road opened, three quarters of a mile of repairs, and one and three quarter miles of ditching, and as to the latter of which a report has been received to the effect that the ditches cut have been of great benefit in draining the muskegs drying the roads.

#### NORTH OF SCOTLAND ROAD.

One mile of road opened between concessions fourteen and fifteen, of Allan township on Manitoulin Island, from the centre of lot twenty-seven eastward to lot number twenty-three.

#### OLIVER TOWNSHIP ROADS.

Four miles and a quarter wrought over, of which two miles and fifty chains were the opening of new roads, and the work as follows:—Seventy-three chains of chopping and grubbing on the line between lots twelve and thirteen of the fifth concession; one mile and a quarter opened between lots eight and nine in the third concession; half a mile of chopping and grubbing between the third and fourth concessions across lots two and three, with repairs which included the opening of tap drains where necessary, and the introduction of many culverts. Excellent work is reported throughout.

#### OUIMET AND BLACK BAY ROAD.

Slight repairs of damage to bridge and road by fire.

#### PAIPOONGE BRIDGE.

An important bridge constructed over the Kaministiquia River on or about lot number thirteen, and between concession A and concession one north of the river in the township of Paipoonge.

The total length of the structure is four hundred and sixty-six feet, comprised of three one hundred feet clear spans or openings, one sixty feet span at its east end and one fifty feet span at its west end, which, with the piers and approaches, make up the entire length. The superstructure is about fifteen feet above the average water line and nine feet above the highest ascertained flood line.

The work of construction was begun in the winter of 1893-94, when the season would permit the securing of timber, which in that district for heavy bridge work is now difficult and expensive to obtain; and the doing of the work upon the ice, which was also desirable. It was fully completed during the first four months of the present year, and is reported as a very fine and most substantial work.

#### PARKINSON ROAD.

About one mile of grading and the improvement of a very heavy hill in the fourth concession of Parkinson. The work is reported as of a most substantial character.

#### PIGEON RIVER ROAD.

Two miles and a half of this road were chopped and grubbed from the end of last year's operations to make intersection with the old Pigeon river road on lot number ten in the fifth concession of the township of Blake, of which length fifty-two chains were graded, and in addition six bridges were constructed, having an aggregate length of four hundred and six feet.



Again, on the side line between lots thirteen and fourteen, Paipoonge, thirteen chains were graded to open a road between concession A and Paipoonge bridge, before described, and also on the side line between lots fifteen and sixteen, fifty chains were brushed and one hundred and two chains graded, making thus nearly five miles of work, one-half of which may be said to be new; and as to the first mentioned portion (Pigeon River road), the inspector says it passes through and opens up a fine tract of first-class agricultural lands.

#### PINE PORTAGE ROAD.

On this road nearly three miles and a quarter were graded. The country through which it extends on its way about the east side of Lake of the Woods is rough and broken, but when opened through will be most useful, and as it now is, the only land route between Rat Portage and the Rainy River district, accommodating on its way a number of mining interests.

#### PORT LOCK AND DESERT LAKE ROAD.

For the grant of \$500 two miles of road were completed through a low clay swamp, which was ditched on both sides, and the necessary culverts and bridges built.

The work done is reported excellent, but the road is not yet completed to Desert Lake.

#### RAINY RIVER ROAD.

From lots fourteen to twenty-five, Morley, a single ditch about one mile and a half long was opened for the improvement of the road and for drainage purposes, and there were also two culverts and one small bridge built on the same portion of road. In the township of Lash, at Lockington, a bridge one hundred and seventy-seven feet long was built, and another on lot twenty-eight, Lash, one hundred and eleven feet long. All this work is said to have been done in a very satisfactory manner.

#### ST. JOSEPH ISLAND ROADS.

Nearly two miles were opened between lots twenty and twenty-one across concessions twelve to fifteen, and a mile and a quarter from concession I., through H. G., also between lots twenty and twenty-one. On the tenth side line, between Hilton road and P line, a mile and a quarter of repairs were effected in cutting down hills and other work; also on the A line, between concessions C and D, three-quarters of a mile of ditching was done, giving a total of three and a quarter miles of road opened, and two of extensive repairs.

#### SPANISH RIVER ROAD.

Eight and a half miles were repaired from within a mile and a quarter of Massey station to Webbwood, and the road farther opened eastward about four miles. A bridge was also built over Webbwood creek one hundred and thirty feet long, the superstructure resting upon seven bents and two large cribs. This being the main road in the district is a valuable work and of great advantage to the settlers generally.

#### TRILLA BELLE ROAD.

The Trilla Belle Nickel Mining and Concentration Company have constructed a highway from their mines, situate on or about lots ten and eleven in the third concession of the township of Trill, in a southeasterly direction to the Drury Mine on lot number three in the fifth concession of the township of Drury, where it unites with the Worthington road, by which the railway is reached. The company have opened some seven or eight miles of the road, and by agreement the sum of one thousand dollars has been paid as a contribution towards the work, which is in the interests of the district for both agricultural and mining objects.



### WOODYATT ROAD.

Two miles of chopping and grubbing and an almost equal length of ditching has well opened and completed this road to the point where it will be intersected by the Crozier and Lash road. The ditching was done for the double purpose of drainage and formation of the road, and the result, the inspector says, is the location during the present year of some twelve lots along and near this road and ditch.

### WORTHINGTON ROAD.

A road from the Canadian Pacific Railway northward, in the township of Drury, and opened this year two and a quarter miles, one-half of which has been properly graded, the balance being only well grubbed and levelled. It connects with the Trilla Belle road previously mentioned.

### WEST DIVISION.

#### ALSACE ROAD.

From the Rosseau and Nipissing Road repairs were made over six miles and the road very much improved. With the bridges built on this highway during the season and described under the titles of South River bridge and McGillivray's creek bridge, a good line is opened to the Grand Trunk Railway and into the township of Chisholm.

#### ARMOUR, 6 and 7 CON. BRIDGE.

A bridge one hundred and three feet long over the Magnetawan river on the concession line indicated, the main opening or span of which is sixty feet in the clear, with a pile substructure.

The cutting down of a hill for an approach to the bridge caused an over expenditure of about \$20.

#### AXE CREEK BRIDGE.

This is a structure forty-seven feet long which replaces one of much greater length previously built, but which extra distance is now filled in permanently.

In connection with the bridge work, three quarters of a mile through concession twelve and part of concession eleven of Stisted, was well repaired. The municipality of Stisted contributed fifty dollars of the outlay.

#### BEAR LAKE ROAD.

This road has been continued to completion and now forms a through route to the new railway station as intended.

The portion made this year is between concessions six and seven across lots six to one; thence northward through lot number one in the seventh and eighth concessions all in the township of Spence, and being a mile and a half of new work.

#### BETHUNE, 12 AND 13 CON. ROAD.

A mile and a half of new work, half a mile being across lots six and seven to connect with last year's work on the fifth side line; the remaining mile being across lots ten to fifteen; the intervening portion having been previously opened.

### CARDWELL, 25 AND 26 SIDE LINE ROAD.

In this instance two miles were opened, beginning at the Cardwell road on the sixth concession, and continuing from thence northward through lot twenty-six of the seventh concession and part of concession eight, and on through lot twenty-five of the ninth concession as the road allowance could not be followed. It is a valuable connection enabling settlers living about and near the eighth and ninth concessions to reach Rosseau, their market.

### CHRISTIE AND HUMPHREY T. L. ROAD.

The chief work was filling in for a length of six hundred and sixty feet an average depth of four and a half feet to overcome and make passable a low drowned swamp, The embankment represents about 2,400 cubic yards of filling costing about 20 cents per cubic yard.

It was intended to build a bridge over a branch of the Seguin river but the grant was insufficient.

### COMMANDA LAKE ROAD.

Three miles and a half of very permanent repairs from the ending of last year's work to lot number thirty-one in the second concession of Patterson, and the road to this point said to be the best one in the district.

### CROFT, 25 AND 26 SIDE LINE ROAD.

Through a heavily timbered and rough country nearly two miles were opened through concessions nine to twelve and if completed to the Magnetawan river in the thirteenth concession, would give the settlers a road to Ah-mic harbor, their natural market.

### DENVILLE SWAMP ROAD.

Along the flats of the Black creek where the roadway was low and subject to annual flooding it was raised by ditching and otherwise above the water line, requiring a filling of about eighteen inches for a distance of eighty-nine rods. The length of repairs were altogether about one mile.

### DISTRESS RIVER ROAD.

Repairs between lot ten and lot twenty-seven and between concessions eight and nine of Chapman. A bridge over Distress river was also renewed.

### DORSET AND TEA LAKE ROAD.

From the village of Dorset in the district of Haliburton the course of this road is in a northerly direction across a portion of the township of Sherbourne, passing from thence into the township of McClintock, and, bearing eastward, proceeds into the township of Livingstone; again turning almost due north, it goes into the township of Peck, ending at the southerly end of south Tea Lake, a distance from Dorset of twenty-eight miles. In 1881 two miles were opened, beginning at Dorset; during 1886 and 1887 there were eight miles opened; and this season nine miles of the ten mentioned were well improved, and two additional miles opened and made travelable.

There are settlers at three different points to whom, so well as to lumbermen, this road is most valuable, but generally the land is rough and rocky and unsuitable for farming purposes.

### EAST RIVER BRIDGE.

A bridge on Sinclair road through the township of the same name, and which was strengthened and repaired as found to be necessary to preserve it from danger.

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#### EDGINGTON ROAD.

A mile and a half of work in improving portions, and in opening a new section through lot 15, concession 8, and part of 15 in the seventh concession of Christie; the municipality providing the right of way.

#### GOLDEN VALLEY ROAD.

Repairs from last year's work to the east limit of the township of Mills, two and three quarter miles. A bridge sixty-five feet long was built over Wolf river.

#### GURD AND HIMSWORTH ROAD.

The opening of one and five-eighths of a mile, beginning at the 4th concession of Gurd, and connecting with a road previously opened, and uniting with Alsace road. This road forms a connection with Westphalia road also, and is of great value to the inhabitants in reaching Trout Creek station on the railway.

#### HIGH FALLS BRIDGE.

Built over Muskoka river in the township of Macaulay about lot number 9, in the 6th concession. It is two hundred and fifty feet long, formed of one span and opening of forty-six feet, two spans thirty-six feet each, with the balance sixteen feet openings and earth approaches. The municipality contributed \$100.

#### HIMSWORTH AND CHISHOLM ROAD.

This work was commenced on lot number 2, between concessions 10 and 11 of Chisholm, and after reaching the town line between Chisholm and Himsworth, followed the said town line southward until a total length of two miles were made, about one-half being entirely new work through a green bush, the balance having before been to some extent opened.

#### HOUSEY'S RAPIDS BRIDGE.

This is the renewal of a bridge which was first erected in the year 1878 on the Ryde road in the township of the same name. It is one hundred and thirty-five feet long, having a main span sixty feet in the clear, the balance being sixteen feet openings supported by bents. It is understood to be an excellent structure.

#### KATRINE BRIDGE.

A new bridge over the Magnetawan river on the Muskoka road in the township of Armour. The old bridge had fallen down and settlers and travellers were obliged to cross the river by scow or other float.

The new structure is one hundred and twelve feet long; main truss sixty-two feet in the clear; abutments ten feet high, and the approaches together thirty-four feet, permanently filled in.

#### LAKE VERNON ROAD.

A road constructed upon a location made and provided by the municipality of Stisted and by them opened as a winter trail. It begins on the 2nd concession at lot number 28, thence through lots 27 and 26 of the 3rd concession, thence through lot 25 of the 4th concession, and thence through lots 24 and 23 of the 5th and 6th concessions to the seventh concession, a distance of three miles and fifty rods. The whole length was very much improved and is of great value to the settlers.



## LEG LAKE ROAD.

Light but useful repairs were made along about five miles of this highway which passes through the townships of Muskoka and Wood.

## LORIMER LAKE ROAD.

Repairs of a somewhat light character made over three miles or more, from lot number 6, in the 7th concession of Ferguson to lot number 13 in the 4th concession of Hagerman.

## LOUNT ROAD.

The construction of nearly three miles and a quarter, beginning at lot number 11 between concessions 2 and 3 of Lount, and continuing eastward on the concession line to lot number 3; thence angling southward through lot number 3, concession 2, and lot 3 in the 1st concession to the boundary between Chapman and Lount.

## MACHAR, 5 AND 6 SIDE LINE ROAD.

Beginning at the sixth concession, where work was ended two years ago, two and a quarter miles of new road were opened between lots 5 and 6, except only that in the 7th and 8th concessions, the road is entirely upon lot number 6, and rendered necessary owing to the flooding of the road allowance by South river. Of the length made, the last mile is opened sufficiently for winter traffic only, but the balance is properly graded.

## MCGILLIVRAY'S CREEK BRIDGE.

A bridge on the Alsace road, lot number 21, concession 11, Himsworth, which is 50 feet long, having a pile substructure, cedar stringers, and well finished.

## McKELLAR FLOATING BRIDGE.

A contribution of \$100 towards building a floating bridge four hundred and twelve feet long to connect lot number sixteen, concession B with lot A concession eight, which latter, the damming of Manitowaba lake has formed into an island. The cost of the bridge, the inspector reports, would be about \$300.

## MONTEITH, 10 AND 11 SIDE LINE ROAD.

Work was begun between the second and third concessions and continued on the road allowance between lots ten and eleven for about half a mile; thence through lot ten in the third and fourth concessions, the road allowance being impracticable; thence westward on the allowance between concessions 4 and 5 about 25 rods, back to the side line, a length altogether of a mile and a half, giving an outlet for settlers in the concessions named to the North Cardwell road.

## MUSKOKA ROAD.

The opening of a mile and five-eighths from the end of last year's work to the Gurd road, between the sixth and seventh concessions of Gurd; the portion opened being between lots fifteen and sixteen.

## NEIGHIC LAKE BRIDGE.

This work was referred to in last year's report as unfinished, ice being required for convenience in handling the material. It is now completed and is a structure 565 feet long, composed of 32 pile bents, with 16 feet centres and one opening of 35 feet; and is on lots 19 and 20 of the fourth concession of Croft.



### NIPISSING, 6 CON. ROAD.

Repairs, with certain deviations, from the Nipissing road to lot 204, concession A, of the Rosseau and Nipissing road survey ; a length of two and a quarter miles.

### OKA ROAD BRIDGE.

Built over Black creek on the Oka road in the township of Gibson.

A cheap structure had been erected about five years ago but found to be too low and without sufficient space for logs and timber.

The new bridge is 230 feet long, formed of bents, and cost \$342.98 of which amount the Muskoka Mill and Lumber Company contributed in cash \$114.33, as per agreement based upon their own estimate of \$450 as the probable cost and upon which basis they offered \$150 with the further agreement that should the cost exceed the estimate their contribution would be increased proportionately. The work was completed to the satisfaction of the Company as well as the Department.

### PETERSON ROAD.

Three and a half miles of repairs from lot number 10, in the fifth concession of Muskoka township eastward. The work, which was of an expensive character is said to have been well and permanently done.

### PERRY, 20 AND 21 SIDE LINE ROAD.

The opening of a mile and a half on the side line indicated, from the Monteith and Perry road northward to Magnetawan river, and to a bridge previously built ; thus opening an important highway for the settlers.

### RAE'S RAPIDS BRIDGE.

A bridge renewed on the Perry and Monteith road over the Magnetawan river in the township of Perry. The structure is 132 feet in length, comprised of one main opening of 60 feet in the clear ; on the west end a 32 feet span, and at the east end a span of 16 feet. It is covered with 3-inch planking, and the main chords housed and protected against the weather. It cost, \$802.24, is nearly one hundred dollars below the estimate first made.

### RAINY LAKE ROAD.

Operations, consisting of one mile of work in the township of Ryerson over a portion chopped out last year ; nearly half a mile in the township of McMurrich chopped and graded ; with a mile and a half of further repairs in the last named township. A road is now opened from the northerly portion of Ryerson to Sprucedale, and to the new railway.

### ROSSEAU AND NIPISSING ROAD.

Some sixteen miles were more or less repaired between lot 115, concession A, and Commanda. Fifteen culverts were renewed, and the whole distance much improved.

### SINCLAIR ROAD.

Repairs made over nearly eight miles, beginning at the end of last season's work, and ending at the Sinclair and Bobcaygeon road between the fourth and fifth concessions of Sinclair.

### SINCLAIR AND FINLAYSON ROAD.

A road which, when completed, will reach the headquarters of Algonquin Park on Canceo lake, in the township of Peck.

This season eight miles were constructed, beginning near Bobcaygeon road on lot number 15, concession A, Sinclair; thence east through said lot to the town lot of Finlayson, and onward through lot number 1 in the 7th concession; thence northeastward through lots 2 and 3 of the same concession, and through lot 3 of the 8th concession, about the shore of Doty's lake, to avoid a very high mountain, and on the line of which a bridge one hundred and eight feet long is built. From this point the road runs eastward to lot number 12 in the last mentioned concession, where the "narrows" of Tasso lake is crossed by a bridge one hundred and ninety feet long; thence southeastward through part of lot 13, concession 8, lot 13, concession 7, and a short distance through lots 14 and 15 in concession 6, from whence the road turns almost due north through a narrow mountain pass, and through lots 15, 16 and 17 in the 7th concession of Franklin. The cost to complete this highway is estimated at about three thousand dollars.

### SINCLAIR AND FRANKLIN T. L. ROAD.

Somewhat over a mile of this town line was opened, beginning at the Muskoka and Bobcaygeon road at lot number 17, and working eastward to lot number 12, giving an out let to some settlers who had not one previously.

### SOUTH RIVER BRIDGE.

This bridge is one hundred and eight feet long, with main span of sixty feet in the clear, and two end spans of eighteen feet each. The main piers are of piles, each having twelve in number, and four piles are driven at each end to support the approaches. It is reported an excellent structure and remarkably cheap.

### STEPHENSON TOWNSHIP ROADS.

A contribution of \$300 to the municipal council in aid of the repair of roads, conditional upon the production of evidence that double the sum had been spent. The reeve and treasurer have certified that more than \$800 were spent by them during the season, exclusive of statute labor, and pay sheets were also forwarded. The work done was chiefly upon Stisted road, Brunel road, and a deviation upon the fourth concession road.

### STISTED, 15TH AND 16TH SIDE LINE ROAD.

One mile and five-eighths of a mile opened on this line through concessions 7, 8 and a portion of 9. The work was through heavily timbered land, and the contemplated road was not fully completed for want of more money.

### STRONG AND JULY, 8TH AND 9TH CONCESSION ROADS.

This work began at lot number 30 Strong, extending two and a half miles eastward to lot number 9 of July. Before these improvements the road was little more than a trail; now it is a very fair road, and very much used, the inspector says, by the settlers.

### WHITESTONE VALLEY ROAD.

Repairs from lot 12, between concessions 2 and 3, westward to lot 23, all in the township of McKenzie, two and a half miles.

## EAST DIVISION.

## ADDINGTON ROAD.

Repairs from Cloyne north to the head of Massanoga lake, a length of eleven miles.

## ADDINGTON BRANCH ROAD.

A road located by the municipal council, and thus described : Commencing at lot number 31, free grant, Addington road, in the township of Denbigh ; thence to lot 29, concession 16, and thence westerly on the boundary between Denbigh and Ashby to the south-west corner of Denbigh.

Of the above, two miles and a half have been opened and formed into a very good wagon road.

## ALLAN LINE (GALWAY) ROAD.

Work commenced between lots 10 and 11, continuing from thence northward about half a mile.

## ALICE, B LINE ROAD.

A mile and a half of new road opened from the Pembroke and Eganville road northward on B line, and the whole distance properly graded and finished.

## ALICE, 6TH CONCESSION ROAD.

This expenditure was for the improvement of a very steep hill opposite lot 23, and the inspector reports the work as well performed.

## ALICE, 14TH AND 15TH CONCESSION ROAD.

About half a mile of grading, principally upon a heavy hill on lots 13 and 14 on the concession line named—a much needed work.

## ALICE, 20TH AND 21ST SIDE LINE ROAD.

The grading and proper completion of one mile from the end of last season's work southward.

## ANSTRUTHER ROAD.

A general course of repairs from lot 35, concession 2, Anstruther, for three miles, and the erection of a bridge over Eel's creek one hundred and fifteen feet long, with openings of fifty-four and forty-two feet. The cost of the bridge was about \$330.

## BAILEY ROAD.

The opening of half a mile of new road between lots 10 and 11 Widdifield, and three-quarters of a mile between concessions 1 and 2, from lot 11 eastward.

## BOBCAYGEON ROAD

Four miles of heavy repairs from lot number 38, concession A, southward.

## BONFIELD, 4 AND 5 CON. ROAD.

This work was of a very heavy character and therefore unusually expensive. Only a mile and a half of new road was opened from lot 14 eastward to the east side of lot 20.

### BONFIELD, 6 AND 7 CON. ROAD.

The grading of two and a half miles from lot number 11 to lot number 23.

### BONNECHERE BRIDGES.

Contributions were given towards the repair and renewal of two bridges which were built by the Department many years ago. For that at the head of Golden lake the sum of three hundred dollars was donated, upon condition that the municipality complete the work to the satisfaction of the Department, and which according to the inspector's report was done; the total cost being \$545.47.

For the bridge at the foot of Golden lake two hundred dollars were contributed conditional upon a like donation from the Dominion Government, one end of the bridge being upon Indian lands. The terms were carried out and the municipalities practically renewed the entire structure at a cost of altogether, it is stated, \$990.

### BONNECHERE AND KILLALOE ROAD.

A new work of two and a half miles, and being from lot number 28, concession 9, North Algona, easterly to the bridge at the head of Golden lake, and thence southerly along the west side of the lake, to complete the length mentioned.

### BOOTH ROAD.

This may be considered five miles of new road opened, as it was previously a mere trail from lot 25, Anstruther, northwestward. It is not graded, of course, but made fairly passable throughout the distance.

### BROMLEY, 12 AND 13 PROOF LINE ROAD.

Three-quarters of a mile of substantial repairs on the line mentioned, of the 1st concession.

### BROMLEY AND STAFFORD T. L. ROAD.

Repairs over three miles and a half of the town line named from the east boundary of Bromley westward.

### BRUDENELL ROAD.

About two miles of permanent repairs from the Opeongo road between lots 279 and 280 of the road survey northward.

### BRUDENELL AND HAGARTY ROAD.

From Emmet to the 16th concession of Brudenell two miles and a half were repaired; and again from the last mentioned point to the Opeongo road some two miles were also improved.

### BUCKHORN ROAD.

About twenty miles of general repairs through the townships of Harvey and Caven-  
dish, and four miles from the north boundary of Glamorgan southward.

### BURLEIGH ROAD.

In this case, also, twenty-five miles of repairs were effected, from Burleigh Falls southward.



### BURNT MILL ROAD.

The county of Peterborough granted \$50 and the township of Belmont \$25, which was passed into the treasury and afterwards spent, together with \$150 given by the government, in repairing six miles of road, from lot 11, concession 6, to lot 20, concession nine, of the township of Belmont.

### CALDWELL ROAD.

Seven and a half miles properly graded and ditched from the west boundary of Kirkpatrick eastward. Repairs also between Warren station and Messrs. Keeling and Bowers' mill, including the repair of a bridge two hundred and twenty feet long.

### CALLENDER AND NORTH BAY ROAD.

From Callendar station westward repairs were made of a substantial character over three and a half miles.

### CALIFORNIA ROAD.

This road begins at the boundary between Camden and Sheffield on lot number 1, concession 13, of the last named township, extending from thence northward through concessions 13, 14 and 15, passing into the township of Hinchinbrooke, and ending again in Sheffield on lot 14 of the 15th concession. Six miles of this length were generally repaired.

### CALVIN ROAD.

A mile and a half of road opened to complete a line between the Canadian Pacific railway and the Mattawa and Callender road two and a half miles southward, the work being from Eau Claire station on lot 18, concession 8, Calvin, southward.

### CALVIN, 5 AND 6 SIDE LINE ROAD.

A road from the Mattawa and Callender road on the side line named, and this season repaired two and three-quarter miles southward to the south boundary of the township, and thence westward to lot number 7, where the north branch of Petewawa creek was bridged, together with another bridge on the route, which required one hundred and forty-five lineal feet of covering for the two structures.

### CARLOW ROAD.

Repairs extending over four miles, namely: from the north boundary of Carlow southward two miles, and from the 9th concession northward two miles.

### CARLOW BRANCH ROAD.

A new road beginning at a bridge built over York river between lots 20 and 21, and near the line between concessions 9 and 10 of Carlow, and thence northerly nearly one mile to intersect the old Carlow road at what is called "Monteagle Turn."

### CARDEN AND ELDON ROADS.

Six miles of substantial repairs from lot number 4, Eldon, to lot 21, Carden; and between lots 5 and 6 two miles of heavy repairs were also effected, with half a mile upon the boundary line.

## CAVENDISH ROADS.

There were seven miles of repairs made and one mile of new road : that is to say, repairs from between lots 30 and 31 and concessions 15 and 16 northward and eastward to the Buckhorn road, and one mile opened on the side line between lots 10 and 11 through concessions 15 and 16.

## CHANDOS ROAD.

Work was begun at Apsley and continued eastward through Anstruther and Chandos, covering seven and a half miles.

## COBDEN AND FORRESTER'S FALLS ROAD.

Repairs from a point about two miles east of Cobden for about three and a half miles going eastward.

## COMBERMERE BRIDGE.

Twenty-five feet at the east end, and thirty feet at the west end, were permanently filled in, and the balance of the structure—except the portion renewed four years ago—supplied with new stringers and the whole covered with cedar six inches thick and sixteen feet long, and a new hub guard throughout.

## DEAD CREEK BRIDGE.

\* This work is only in progress, as ice and sleighing were necessary for the most economical management of the work.

## DEER LAKE ROAD.

The repair of eight miles, beginning at lot number 1, of concession 21, Cardiff, and continuing east to lot number 26, and then south to the 20th concession.

## DEVIL CREEK BRIDGE.

An excellent bridge built over a creek of the same name, on the Monk road near Irondale, upon piers eleven feet high and an earth approach of sixty feet at the west, and one hundred and fifty feet at the east end, reducing in this way what was a long bridge to one of a much more permanent character, and now but thirty-four feet long of wood.

## ELDON, 4TH QUARTER LINE ROAD.

Commencing at lot number 20, concession 5, this road was well repaired eastward three and a half miles to the same lot number in the 9th concession.

## ELDON, 8 CON. LINE ROAD.

Altogether about six miles of repairs were made, the work being from lot 5, north to lot 20; and again on the 3rd and 4th quarter line.

The municipality contributed fifty dollars towards the work.

## FERRIS AND NORTH BAY ROAD.

Of the portion previously opened, seven miles were more or less repaired, and opening then continued westward two and a half miles, intersecting what is called the Robert road, which latter the settlers have themselves roughly opened to South East bay.

### FERRIS, 10 CON. ROAD

This work completes the opening of a road to North Bay from Nipissing Junction, and a through highway in that district which did not before exist. Two miles and a half is the amount of new road made this season.

### FRONTENAC ROAD.

A bridge of a very substantial character and one hundred and thirty-seven feet long was built over Buckshot creek, and two and a half miles of road repaired from Plevna southward.

### GALWAY AND CAVENDISH ROADS.

Beginning at lot number 14, concession 13, four miles of repairs were made westward. Of new work a mile and a half was opened from lot 9, concession 15, Cavendish, westward, while another mile was opened and completed on the town line between Galway and Cavendish, from the 15th concession northward.

### GALWAY, 4 AND 5 CON. LINE ROAD.

Repairs from the Bobcaygeon road six miles eastward, and a mile of new road opened south on the extension northward of Nogie's creek road, and meeting the south portion on lot 11, concession 1, Galway.

### GALWAY ROADS.

Between concessions 10 and 11 four miles were repaired, with three miles between concessions 12 and 13—seven miles altogether.

### GANNON'S NARROWS ROAD.

This work was chiefly an extension of the road about three hundred feet into Pigeon lake, involving a filling of nine feet in depth. The county of Peterborough contributed \$150 and the township of Harvey \$50, or about one-half the money spent.

### GARVIN ROAD.

About three miles of repairs from lot 16, concession A, Widdifield, eastward, two of which were very well graded; with some heavy work upon a hill called "Garvin's" to make it passable, as it was not before these improvements.

### GERMAN ROAD.

A road in the township of Sebastopol starting from the Opeongo road about two miles west of Plaunt's corner, and between lots 8 and 9, from whence it is in a southerly direction for three miles, which were thoroughly gone over, repaired and graded. It had before been roughly opened by the settlers, but was in very bad condition.

### GOODERHAM ROAD.

Is to Gooderham station on the Irondale, Bancroft and Ottawa Railway from Buckhorn road the distance being fifteen hundred feet, and passing through and upon lot 26 in the 5th concession of Glamorgan. The cost of the work, according to accounts furnished, was \$106.17, of which amount \$80 was contributed by the Government.



## GRAHAM ROAD.

The length of this work is five-eighths of a mile, between lots 17 and 18 of Carden, reaching to the boundary of Carden and Mara. It is a filling through a muskeg averaging about three and a half feet in depth, and representing about seven thousand cubic yards of material taken from ditches upon each side, and the entire length gravelled. It is regarded as a very valuable work, effecting a great saving in distance between two important points.

## GRATTAN, 6 CON. ROAD.

A new read opened from the Perrault Settlement road westward, on or near the 6th concession line, three-quarters of a mile. A bridge of cedar, one hundred and ninety-five feet long, was built over Constant creek, having a twenty-four feet opening, and properly protected by a handrail.

## HAGARTY, 4 AND 5 CON. ROAD.

A continuation of last year's work, one mile, to complete the opening of the whole road, as at first contemplated.

## HASTINGS ROAD.

The road and bridges were repaired from Rathbun station southward, to and including Dutch creek bridge, a length altogether of seventeen miles.

## HASTINGS ROADS.

Repairs and improvements extending over nearly twenty-nine miles were made upon ten different and comparatively short roads leading, for the most part, from main roads into cheese factories, which exist in considerable numbers in the county of Hastings. Heretofore the lumber industry has been the chief source from which settlers derived profit, by the sale of produce, but this is now largely ended, and cheese factories are being established at central points, which it is expected and hoped will enable farming industries to be still successfully continued. The roads improved were one from Bancroft into McArthur's factory, which had been roughly opened three years ago, but for want of repair could not be used; about one hundred dollars were spent over two and three-quarter miles, making it useful and valuable. A second work was the repair of three miles of what is called McWhittle and Carlow cheese factory road, upon which sixty dollars or over were spent; while upon Long Lake Settlement road, which leads from another direction to McArthur's cheese factory, some ninety dollars improved three miles. The "Terriff" road in the township of Dungannon, which extends from the Hastings road, about two miles south of L'Amable easterly, was for fifty dollars repaired three miles; and on the Herschel road, which runs to the town line of Cardiff, three and a half miles were substantially improved at a cost of ninety dollars. On the South Faraday road sixty dollars were spent, and on the 14th concession line of Monteagle about fifty dollars were used in opening a mile. Also on the Bartlett Settlement road, which runs from the Hastings road eastward, a mile and a-half of a rocky section was restored to usefulness by an outlay of about one hundred and twenty dollars; and on the 2nd and 3rd concession line of the same township—Monteagle—one mile was opened to give access to a cheese factory at Bird's creek, which cost some eighty dollars. The foregoing, with the repair of three miles of a road running east from the Hastings road, north of Maynooth, represents the quantity of work accomplished for an expenditure of \$933.13.

## HARVEY, 28 AND 29 SIDE LINE.

One hundred rods repaired on the line indicated, from Bobcaygeon road eastward, with half a mile also repaired upon the latter road.



### HOWE ISLAND ROAD.

This road is on lot 27, concession 2, Pittsburgh, and extends from the Kingston and Montreal road southward to the north shore of the St. Lawrence river, the distance being about one mile. The entire length was levelled and graded, with six new culverts introduced, and necessary off-take drains. The location was made and established by the municipality of Pittsburgh, and roughly cleared out some years ago.

### INDIAN RIVER BRIDGE.

Is built over Indian river, on lot No. 7 in the 10th concession of Alice, which is the line of the Pembroke and Barry Bay road, and is eighty-six feet long, having a main span of thirty-six feet in the clear, supported by a queen truss; covering of three-inch plank, handrailing, and everything fully completed.

### JACK'S LAKE ROAD.

This is the boundary line between Burleigh and Methuen, and was opened one mile from about the north boundary of Methuen southward.

### KALADAR AND ANGLESEA ROAD.

Six miles of repairs upon this road, the location of which is as follows: Commencing at Flinton road, lot 22, concession 5, Kaladar, and thence on a northerly course through concession 5, and along the east side of Scoutamato lake to the north boundary of Kaladar, about four miles; thence northeasterly, passing through a southeasterly portion of Anglesea, and intersecting Addington road about two miles north of Cloyne.

### KENNEBEC ROAD.

Commencing at the floating bridge over Cross lake, three miles were repaired southward towards Arden.

### KILLALOE ROAD.

This is perhaps more generally known as the Eganville and Killaloe road, and which was repaired from lot No. 4, concession 7, of Hagarty, eastward towards Eganville, three miles.

### LOON LAKE ROAD.

The work commenced at lots 14 and 15, concession 4, Chandos, continuing easterly to lot 22; about two and a quarter miles of new work throughout.

### MADAWASKA ROAD AND BRIDGE.

This bridge, which is on the line of Hyde's Chute and Sanson road, was repaired chiefly as to its covering, and five miles of road improved from the Ojongo road towards the bridge.

### MARMORA AND BELMONT ROAD.

A general course of repairs over five miles, from lot 20, Belmont, northward to the township of Methuen. The counties of Hastings and Peterborough each contributed \$100, or half the expenditure.

### MATTAWA AND CALLENDER ROAD.

A mile and a half of heavy grading was done from lot 35, concession 4, Calvin, eastward to lot 32, and an equal amount from lot 10 eastward on the same concession line; with another mile and a half on the 13th concession from lot 32 eastward, this latter being almost equal to new work. Three miles were also repaired from Callender station eastward, and a bridge one hundred and ten feet long erected over Blue Sea creek.

### MATTAWA AND TEMISCAMINGUE ROAD.

This work was begun at lot 40, concession 2, and continued to lot 20, between concessions 12 and 13 of Mattawa, and, with one mile of labor upon a side road known as Dupont road, which connects with the main road, represents nine miles of substantial repairs.

### McKIM, 5 AND 6 CONCESSION ROAD.

Two miles and a half of new work, one and a half being from lot No. 1 McKim to lot No. 11 Neelon, the balance being made northward on the boundary between the two townships named.

### METHUEN ROAD.

Repaired over ten miles from lot 25, between concessions 10 and 11, southward to lot 28 in the seventh concession.

### MISSISSIPPI BRIDGE.

The repair of this bridge was an urgent necessity, it having been so much injured that a considerable portion had to be entirely renewed. It is one hundred and thirty feet long and was covered throughout; a new queen truss introduced and the structure generally strengthened and repaired. The bridge is on Barrie road at Perry's Mills, in the township of Barrie.

### MISSISSIPPI ROAD.

Repairs were made from its intersection with the Carlow road eastward about six miles, including several deviations made for the improvement of its location which were satisfactory. Fourteen miles were also improved between Vennachar and Playfair's corners.

### MINER'S BAY ROAD.

The whole length, eight miles, of this road has been very well repaired. It extends from the Bobcaygeon road to Miner's bay, all within the township of Lutterworth.

### MONMOUTH ROAD.

Twelve miles of repairs in the townships of Dysart and Monmouth on this, the main road in that district.

### NOGIE'S CREEK ROAD.

The work this year began at lot 25, concession 17, Harvey, and was continued north two and a half miles to the boundary between Galway and Harvey, and thence again into Galway two miles to intersect the fourth concession line which leads to the Bobcaygeon road. The first two and a half miles were repairs and the balance new road opened.

#### NORTH ALGONA AND WILBERFORCE T. L. ROAD.

This is a new road practically on the line which its name indicates, and the work was from the Eganville and Golden Lake road northward to meet a settler's road a mile and a half distant. This length was opened and made a very good wagon road throughout.

#### NORTH BAY AND TEMISCAMINGUE ROAD.

Ten miles of repairs from lot No. 9, concession B, Widdifield, northward.

#### NORTH HARVEY ROAD.

Repairs extending over six and a half miles, beginning between lots 10 and 11 of the 8th concession, and ending on the 1st concession in the township of Harvey.

#### NOSBONSING AND SOUTHEAST BAY ROAD.

Upon this road four and a half miles of work was done over that partially opened last year, namely, from the line between lots 9 and 10 of Ferris, westward about the north margin of Nosbonsing lake.

#### NOSBONSING AND THORNCLIFFE ROAD.

Repaired between Nosbonsing and Thorncliffe in the township of Ferris, a length of nine miles. This is the main road between Mattawa village and North Bay, and passes through some fine agricultural lands.

#### OSO AND BEDFORD ROAD.

Owing to natural obstacles it was found more practicable to abandon the opening of the town line as first projected, and in lieu thereof, to construct a road between lots 3 and 4 of Oso, through concessions 1, 2 and 3, the right of way having been secured by the municipality, and it appearing to be the route most desired by a number of inhabitants. The length opened is two miles, and for the small amount spent the work is said to be fairly well done.

#### PAPINEAU, 10 CONCESSION ROAD.

Two miles of repairs between lots 21 and 29, and a mile and three-quarters of new road opened from the last named lot to the western boundary of the township. Another mile of heavy work was opening from lot number 2 westward.

#### PARHAM AND ARDEN ROAD.

Repairs were made over about six miles from the line between lots 5 and 6, concession 1 Olden, southerly towards Parham.

#### PAUDASH LAKE ROAD.

Work was commenced at lot number 2 in the 6th concession of Cardiff, and continued eastward a little over two miles, and which, excepting a quarter of a mile, was new road opened.

#### PEMBROKE 1 AND 2 CONCESSION ROAD.

This was the opening of a mile and three-quarters between the concessions mentioned from the limit between lots 18 and 19 southward.

### PEMBROKE AND MATTAWA ROAD.

This portion which is from Deux Rivières in the township of Clara westward, and reported by the inspector as dangerous, was much improved for five miles, the work consisting chiefly in the repair of bridges, crossways and culverts.

### PERRAULT SETTLEMENT AND DOUGLAS ROAD.

One mile of excellent repairs through a very rough and stony section, being from lot 17, between concession 11 and 12 Grattan, eastward

### PERTH ROAD.

Repairs extending over four miles were made between Loughboro' Lake and Perth road post office. Broken stone was used to a considerable extent in order to make the work as permanent as possible.

### PETERSON ROAD.

From Maynooth eastward to what is known as "Long's Hill," the road was repaired, the distance being thirteen miles.

### PETEWAWA AND ALICE T. L. ROAD.

From lot number 2 repairs were made eastward on the line named, two miles, and very much improving a road largely overgrown with underbrush, and otherwise in a dilapidated condition.

### PETEWAWA, 24 AND 25 SIDE LINE ROAD.

A road a mile and a quarter long previously opened by the settlers in a rough manner, and now made into a very good wagon road.

### PETEWAWA, LAKE RANGE ROAD.

The position of this road is from the Pembroke and Mattawa road about four miles northwest of the Petewawa river, northward towards the Ottawa river, and is on the line between lots 30 and 31 of Petewawa. Its length is two and a half miles, of which one mile has been opened, and a bridge built over a stream.

### PIGEON CREEK AND MUD LAKE ROAD.

The county of Peterborough granted one hundred dollars, and the township of Ennis more fifty dollars towards this work, which was the improvement of six miles lying between Mud lake and Pigeon creek floating bridge; and two miles on a northern branch of the same road. Both these highways are leading ones from south Harvey and the township of Verulam.

### RAGLAN, 14 CONCESSION ROAD.

This is an old road cut out by the settlers and lumbermen, and is from lot 22, concession 14, Raglan, to lot 27 in concession 10, a distance of four miles, which was generally repaired, and reported to be now a good wagon road or fairly so.

### RAYSIDE ROAD.

A road from the Canadian Pacific Railway track on the 2nd concession, and between lots 6 and 7 of Rayside, north to the line between concessions 5 and 6, and thence east to the boundary of Blezard, a length altogether of about six miles, which distance has been made into a good road.



#### REID ROAD.

Five miles of repairs from lot 41, concession A, Galway, southwesterly to lot 15, concession 16. The county of Peterborough gave one hundred dollars, and the township of Galway, fifty dollars, to aid in the work.

#### ROLPH ROAD.

From the Pembroke and Mattawa road on lot 27, range B, of the township of Rolph this road is opened southwesterly in the direction of Moor lake, a mile and a half, and very much improved.

#### ROUND LAKE ROAD.

Two miles of road opened and four miles repaired; the new work being from lot 20 to lot 26, the repairs dating from lot 16 to lot 20, and from lot 26, concession 10 to lot 30, at the boundary, and all in the township of Belmont.

#### RUSH CREEK BRIDGE.

A bridge on the Monck road (lot 10, concession 4, Laxton), renewed by the municipality at a total cost of about two hundred and seventy-seven dollars, the Government making a contribution of one hundred dollars.

#### SANDY POINT ROAD.

Three miles of repairs, from lot number 5 of concession 15, Harvey, to Sandy Point.

#### SCOTT ROAD.

Repairs extending over seven miles between Burleigh and Coe Hill, largely through the township of Methuen.

#### SEBASTOPOL AND GRATTAN T. L. ROAD.

A new road opened near the town line indicated, from the Eganville and Foy road westward one mile. Over Hurd's creek on the line a bridge one hundred and ten feet long was built.

#### SHARBOT LAKE BRIDGE.

Necessary repairs, with the addition of material to further insure the structure (a floating bridge) against accident.

#### SHIELD'S PIT ROAD.

About three-quarters of a mile of permanent gravelling and grading, being from lot 15, concession 8, Calvin, westward, and again, from the railway crossing about lot 19, concession 9, the road was opened, completing a route between Eau Claire and Rutherglen—altogether about a mile and a half of work.

#### SOUTH ALGONA AND BRUDENELL ROAD.

Repairs from lot number 4, concession 15, Brudenell, southward to the village of Brudenell—five miles.

#### SOUTH ALGONA, 15 AND 16 SIDE LINE ROAD.

A new road a mile and a quarter long passing through a cedar swamp a quarter of a mile across. It is on the line mentioned and across the seventh and eighth concessions.

### SOUTH BUCKHORN AND SOUTH BURLEIGH ROADS.

Repairs on the South Buckhorn road were from Hall's bridge southward four miles; and on the south Burleigh road from Burleigh southward, four and a half miles. The county of Peterborough and the township of Smith each contributed \$75 on account of the repairs.

### SOUTH CALDWELL ROAD.

The amount of work done was three miles repaired from Verner station; a mile and three-quarters opened and properly graded and ditched, and another quarter of a mile cut out and levelled. The road is from the station southward to the lake.

### SPRINGER ROAD.

This is the opening of one mile and a quarter between lots 1 and 2, Springer, southward from the Canadian Pacific Railway.

### STAFFORD ROAD.

A road opened some years ago but very much out of repair. This season between lots 6 and 7, and through concessions 4 and 5, Stafford, the mile and a quarter was very thoroughly improved.

### STURGEON FALLS ROAD.

Repairs from the iron bridge at Sturgeon Falls westward five miles to the boundary between Caldwell and Springer, and thence northward two miles to the fourth concession of Caldwell, together with one mile of substantial repairs upon Cache Bay road, which reaches that first mentioned.

### STURGEON RIVER ROAD.

A mile and a half of heavy improvements between lots 4 and 5, from the fourth concession south, and includes 1,900 feet of crossways.

### SUDBURY ROAD.

From Norton three and a half miles were repaired eastward, and a mile and three-quarters westward, being portions which had before been but partially opened. It was well ditched and drained throughout.

### SUDBURY AND NEELON ROAD.

Five miles were opened this season and the road now reaches Wahnapiatae station of the C. P. Railway. Five miles were also repaired from lot number 3, concession 3, McKim, through the township of Neelon. The Emery Lumber Company gave as much as one hundred and fifty dollars in labor in order to complete the work to the railway station.

### THORNCLIFFE AND NORTH BAY ROAD.

Work was commenced at lot 29, concession 14, Ferris, and continued to lot 33, concession 16. The distance was four miles, two and a half miles being new road.

### TROUT LAKE ROAD.

This road is now opened to Four Mile Lake creek, about lot 8, concession B, Widfield, and the creek also bridged, the work representing altogether two miles of new road and three and a half miles of repairs and improvements.

## VANSICKLE ROAD.

Two miles of new road, opened from the east side of concession 2 to the west side of concession 3, Methuen.

## VANBRUGH AND KADDETZ ROAD.

An old settlers' road which begins at the Opeongo road, about half a mile east from Plant's hotel, and extends from thence in a southwesterly course into the township of Sebastopol. Two and a half miles were repaired satisfactorily.

## WAHNAPITAE ROAD.

From lot number 6 and between concessions 3 and 4 of the township of Falconbridge, which is where work was ended last year, the road has been opened to the lake, ending on lot number 7, concession 2, of McLellan, a distance equal to five and a half miles, and there was also of the portion first opened, four and a half miles repaired. Again a branch was opened into the Monmouth gold mine from what is known as Alassey bay, the length being four miles, and said to have been made sufficiently good for general traffic.

## WESTMEATH ROAD.

A new work, beginning at the line between concessions 2 and 3, Westmeath, and extending northward along the line between lots 10 and 11 for two miles.

## WESTPORT AND MISSISSIPPI ROAD.

This road is over a broken, uneven section of country and is six miles in length, from the south boundary of South Sherbrooke (lot 6, concession 1) northerly to Bolingbroke, on lot 7 in the third concession, and onward towards Maberly. It was repaired throughout the above distance and very much improved.

## WIDDIFIELD, 22 AND 23 SIDE LINE ROAD.

Two miles opened anew, from a point known as Gormanville southward on the line mentioned to the Canadian Pacific Railway.

## WILBERFORCE, 5 CONCESSION ROAD.

The repair and improvement of a mile and a quarter from lot number 4, along the fifth concession line. It was first opened roughly by the settlers, but was swampy and difficult to form into a good road, which it now is.

## WILBERFORCE, 20 AND 21 SIDE LINE ROAD.

Three-quarters of a mile of new road opened and the whole now completed to the line between concessions 22 and 23 on the side line named. It was through a very rough section.

## WILBERFORCE, 9 AND 10 CONCESSION ROAD.

This work was the improvement of nearly a mile of an old road which the settlers and lumbermen had opened, and is from lot number 19 westward.

## WISAWASA ROAD.

General repairs were made over three miles of the portion previously opened, and a mile and a half added to its length, the new work beginning between lots 10 and 11 on the fifteenth and sixteenth concession line and working southward.

# SUMMARY OF EXPENDITURE ON COLONIZATION ROADS AND BRIDGES IN THE YEAR 1894.

Name of work.	Departmental expenditure.		Municipal grants and refunds.
	\$	c.	\$ c.
NORTH DIVISION.			
Algoma Mills (balance).....	bridge	30	27
Batchewaning.....	road	509	98
Bigsby Island and Rat Portage.....	"	900	00
Bridge repairs, West Algoma.....		1,036	19
Chelmsford Creek.....	bridge and road	910	00
Crozier and Lash.....	road	2,005	00
Day and Bright T.L.....	"	514	03
Dean Lake and Mississaga.....	"	523	49
Echo River.....	"	505	81
Gordon and Allan, 10 and 11 Con.....	"	500	00
Grand Portage.....	"	498	05
Grassy River.....	"	1,015	00
Great Northern.....	"	510	91
Honora Bay and Sucker Creek.....	roads	998	70
Inspection (balance).....		76	43
".....		2,043	60
Massey, May and Salter.....	roads	2,120	03
Mississaga.....	ferry	972	71
Morley Township.....	road	140	00
North of Scotland.....	"	1,421	04
Oliver Township.....	roads	500	00
Quimet and Black Bay.....	road	1,060	00
Paipoonge.....	bridge	19	87
Parkinson.....	road	8,084	70
Pigeon River.....	"	300	25
Pine Portage.....	"	1,010	00
Port Lock and Desert Lake.....	"	980	60
Port Lock and Desert Lake.....	"	499	49
Rainy River.....	"	941	28
".....	trail		78 72
St. Joseph Island (balance).....	roads	45	00
".....		53	25
".....		1,347	49
Spanish River.....	road	1,400	74
".....	bridge and road	1,001	58
".....		778	65
Trilla Be'le.....	road	1,780	23
Woodyatt.....	"	1,000	00
Woodyatt.....	"	1,000	01
Worthington.....	"	599	32
Total.....		34,332	10
WEST DIVISION.			
Alsace.....	road	1,000	55
Armour, 6 and 7 Con.....	bridge	618	29
Axe Creek.....	"	250	00
Bear Lake.....	road	553	75
Bethune, 5 S. L. (balance).....	"	15	00
" 12 and 13 Con.....	"	510	16
Cardwell (balance).....	"	55	50
" 25 and 26, S. L.....	"	580	00
Christie and Humphrey T. L.....	"	599	60
Commanda Lake.....	"	983	51
Croft, 25 and 26 S. L.....	"	499	43
Denville Swamp.....	"	491	90
Distress River.....	"	500	00
Dorset and Tea Lake.....	"	1,500	00
Eagle Lake (balance).....	bridge	63	29
			50 00



## SUMMARY OF EXPENDITURE.—Continued.

Name of work.	Departmental expenditure.	Municipal grants and refunds.
	\$ c.	\$ c.
WEST DIVISION.—Continued.		
East River.....	bridge	100 00
Edgington.....	road	501 25
Golden Valley.....	"	497 09
Gurd and Himsworth (balance).....	"	47 92
".....	"	499 25
High Falls.....	bridge	547 17
Himsworth and Chisholm.....	road	590 84
Housey's Rapids.....	bridge	500 00
Inspection.....	"	1,024 07
Katrine.....	bridge	1,217 90
Lake Vernon.....	road	652 36
Leg Lake.....	"	510 78
Lorimer Lake.....	"	50 00
Lount.....	"	250 00
Machar, 5 and 6 S. L.....	"	911 23
Maganetawan (balance).....	bridge	770 53
McGillivray's Creek.....	"	27 42
McKellar Floating.....	"	125 71
Monteith, 10 and 11 S. L.....	road	100 00
Muskoka.....	"	498 32
Neighic Lake (balance).....	bridge	498 33
Nipissing, 6 Con.....	road	388 34
Oka Road.....	bridge	400 38
Peterson.....	road	223 65
Perry, 20 and 21, S. L.....	"	114 33
Rae's Rapids.....	bridge	599 85
Ratay Lake.....	road	489 02
Rousseau and Nipissing.....	"	802 24
Sinclair.....	"	600 40
Sinclair and Finlayson.....	"	500 70
Sinclair and Franklin, T.L.....	"	500 09
South River.....	bridge	2,072 67
Stephenson.....	roads	199 92
Stisted, 15 and 16 S. L.....	road	542 91
Strong and Joly, 8 and 9 Con.....	"	300 00
Whitestone Valley.....	"	500 00
		600 45
		502 50
Total.....		26,822 10
		395 97
EAST DIVISION.		
Addington.....	road	403 98
Addington Branch.....	"	423 61
Allan Line (Galway).....	"	120 62
Alice, "B" Line.....	"	390 00
Alice, 6 Con.....	"	102 00
Alice, 14 and 15 Con.....	"	100 00
Alice, 20 and 21 Side Line.....	"	301 27
Anstruther.....	"	457 80
Bailey.....	"	199 55
Bobcaygeon.....	"	450 04
Bonfield, 4 and 5 Con.....	"	700 00
Bonfield, 7 and 7 Con.....	"	402 04
Bonnechere, No. 1.....	bridge	300 00
Bonnechere, No. 2.....	"	200 00
Bonnechere and Killaloe.....	road	500 25
Booth.....	"	407 52
Bromley, 12 and 13 proof line.....	"	200 24
Bromley and Stafford, T. L.....	"	309 50
Brudenell.....	"	380 00

SUMMARY OF EXPENDITURE.—Continued.

Name of work.	Departmental expenditure.	Municipal grants and refunds.
	\$ c.	\$ c.
EAST DIVISION.—Continued.		
Brudenell and Hagarty .....	road	596 96
Buckhorn .....	"	623 86
Buck Lake (balance) .....	bridge	182 94
Burleigh .....	road	413 22
Barat Mill .....	"	157 38
Caldwell .....	"	628 03
Callender and North Bay .....	"	503 03
California .....	"	339 15
Calvin .....	"	250 55
Calvin, 5 and 6 S. L. ....	"	487 82
Carlow .....	"	403 20
Carlow Branch .....	"	300 00
Carden and Eldon, 8 Con .....	"	191 10
Carden and Eldon, T. L. ....	"	190 00
Cavendish .....	roads	416 14
Chandos .....	road	417 37
Cobden and Eganville (balance) .....	"	7 00
Cobden and Forrester's Falls .....	"	300 00
Combermere .....	bridge	375 00
Dead Creek .....	"	300 00
Deer Lake and other .....	roads	499 12
Devil Creek .....	bridge	427 70
District Line (balance) .....	road	11 90
Eldon, 4th quarter .....	"	300 00
Eldon, 8 Con .....	"	200 00
Ferris and North Bay .....	"	1,358 08
Ferris, 10 Con .....	"	501 56
Frontenac .....	"	399 29
Galway and Cavendish (balance) .....	"	75 99
Galway and Cavendish .....	"	788 14
Galway, 4 and 5 Con .....	"	864 13
Galway .....	"	438 00
Galway .....	roads	445 49
Gannon's Narrows .....	road	240 00
Garvin .....	"	201 15
German .....	"	380 00
Goderham .....	"	80 00
Graham .....	"	475 00
Graham, 6 Con .....	"	390 00
Hagarty, 4 and 5 Con .....	"	299 00
Hastings .....	"	495 17
Hastings .....	roads	933 13
Harvey (balance) .....	road	6 05
Harvey, 28 and 29 S. L. ....	"	224 88
Howe Island .....	"	300 00
Inspection .....	"	2,961 95
Indiana River .....	bridge	397 87
Jack's Lake .....	road	106 50
Kaladar and Anglesea .....	"	301 23
Kennasbec .....	"	300 00
Killaloe .....	"	308 55
Loon Lake .....	"	302 95
Madawaska .....	road and bridge	490 72
Manion Lake (balance) .....	road	49 58
Marmora and Belmont .....	"	207 41
Mattawa and Callender .....	"	1,260 59
Mattawa and Temiscamingue .....	"	608 33
M. Kim, 5 and 6 Con .....	"	502 59
Mechuen .....	"	506 96
Mississippi .....	bridge	173 43
Mississippi .....	road	1,022 88
Miner's Bay .....	"	410 00

## SUMMARY OF EXPENDITURE.—Continued.

Name of work.	Departmental expenditure.		Municipal grants and refunds.
	\$	c.	\$
EAST DIVISION.—Continued.			
Nogies' Creek .....road	520	43	
North Algona and Wilberforce, T. L. .... "	301	40	
North Bay and Temiscamingue..... "	503	23	
North Harvey ..... "	528	42	
Nosbonsing and Southeast Bay..... "	1,000	00	
Nosbonsing and Thorncliffe..... "	601	53	
Oso and Bedford..... "	380	25	
Papineau, 10 Con..... "	747	96	
Parham and Arden..... "	300	00	
Fauldash Lake..... "	500	87	
Pembroke, 1 and 2 Con..... "	300	00	
Pembroke and Mattawa..... "	400	00	
Perrault Settlement and Douglas..... "	280	00	
Perth..... "	498	25	
Peterson..... "	500	00	
Petewawa and Alice, T. L..... "	301	08	
Petewawa Lake Range..... "	302	23	
Petewawa, 24 and 25, S. L..... "	199	60	
Pigeon Creek and Mud Lake..... "	217	60	150 00
Raglan, 14 Con..... "	506	92	
Rayville..... "	569	53	
Roid..... "	236	24	150 00
Rideau Lake (balance)..... "	10	50	
Roupa..... "	300	00	
Round Lake..... "	233	12	150 00
Rush Creek.....bridge	100	00	
Sandy Point.....road	202	63	
Scott..... "	218	09	
Sebastopol and Orattan T. L..... "	364	18	25 00
Sharbot Lake.....bridge	397	29	
Shields' Pit.....road	502	22	
South Algona and Brudenell..... "	405	10	
South Algona, 15 and 16 S. L..... "	399	89	
South Buckhorn and South Burleigh..... "	200	00	150 00
South Caldwell..... "	480	00	
Springer..... "	470	00	
Stafford..... "	300	00	
Stone Dam (balance)..... "	30	63	
Sturgeon Falls..... "	580	03	
Sturgeon River..... "	589	30	
Sudbury..... "	599	03	
Sudbury and Neelon..... "	900	30	
Swamp (balance)..... "	59	05	
Thorncliffe and North Bay..... "	499	96	
Trout Lake..... "	600	29	
Vanbrugh and Kaddetz..... "	391	40	
Vansickle..... "	207	25	
Wahnapitae..... "	1,400	00	
Westmeath..... "	401	62	
Westport and Mississippi..... "	450	00	
Widdmield, 22 and 23, S. D..... "	463	42	
Wilberforce, 5 Con..... "	300	40	
Wilberforce, 9 and 10..... "	300	00	
Wilberforce, 20 and 21, S. L..... "	201	00	
Wisawasa..... "	599	10	
Total.....	55,725	58	

### RECAPITULATION.

I. North Division .....	\$34,332 10
II. West Division .....	26,822 10
III. East Division .....	55,725 58
Total Departmental Expenditure .....	\$116,879 78

### MUNICIPAL AND OTHER GRANTS AND REFUNDS REFERRED TO IN SUMMARY.

County of Peterborough .....	\$675 00
Belmont and Methuen .....	75 00
Eldon .....	50 00
Ennismore .....	50 00
Galway and Cavendish .....	50 00
Harvey .....	50 00
Katrine Bridge (refund) .....	31 64
Macauley .....	100 00
Marmora and Belmont .....	100 00
Rainy River Road (refund) .....	78 72
Ryde .....	100 00
Sebastopol and Grattan Road (refund) .....	25 82
Smith .....	75 00
Stisted .....	50 00
The Muskoka Mill and Lumber Co .....	114 33
Woodyatt Road (refund) .....	33 95

HENRY SMITH,

Superintendent of Colonization Roads.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1894.



## APPENDIX No. 42.

List of persons to whom Culler's Licenses have been issued under the Ontario Cullers Act up to 31st December, 1894.

Name.	P. O. Address.	Name.	P. O. Address.
Anderson, M. M. ....	Almonte.	Bick, Thomas .....	Bobcaygeon.
Allan, James D. ....	Bracebridge.	Bray, James. ....	Kinmount.
Appleton, Erwin B. ....	Bracebridge.	Bissell, George Thomas .....	Trenton.
Albert, Andrew .....	Ottawa.	Baxter, Richard .....	Deseronto.
Adams, J. Q. ....	Longford Mills.	Breeagh, Edward .....	Deseronto.
Anderson, Patrick J. ....	Campbellford.	Boyd, George A. ....	Chessalon.
Anderson, J. C. ....	Gravenhurst.	Buchan, Frederick .....	Arnprior.
Allan, Alfred .....	Ottawa.	Barrett, Patrick .....	Arnprior.
Aikins, Geo. M. ....	French River.	Brundage, Alfred W. ....	Pembroke.
Appleby, Ridley .....	Katrine.	Brougham, Thomas .....	Eganville.
Adams, James M. ....	Sault Ste. Marie.	Blair, Robert J. ....	Arnprior.
Aylward, James .....	Peterborough.	Benson, John W. ....	Sturgeon Bay.
Archibald, John L. ....	Kecwatin.	Beck, Charles M., Jr. ....	Penetanguishene.
Austin, Wm. G. ....	Renfrew.	Beatty, W. J. ....	Coldwater.
Anderson, Charles .....	Little Current.	Burns, C. W., Jr. ....	South River.
Anderson, John .....	Cartier.	Pell, John Henry .....	Buck's Falls.
Adair, Thomas Albert .....	Gananoque.	Bettes, John Hiram .....	Muskoka Mills.
Anderson, J. G. ....	Alpena, Mich.	Brady, John .....	Renfrew.
Alexander, Samuel .....	Arden.	Beattie, W. J. ....	Arnprior.
Adams, William .....	Westmeath.	Bromley, William .....	Westmeath.
Armstrong, James Theodore .....	McKellar.	Bissell, Hartie .....	Trenton.
Boland, Abraham .....	Cartier.	Brown, Robert .....	Starrat.
Brown, Singleton .....	Bracebridge.	Beaton, Hugh .....	Waubashene.
Barry, Thomas James .....	Hastings.	Bailey, Arthur .....	Parry Sound.
Blanchet, Paul Frederick .....	Ottawa.	Burd, James Henry .....	Parry Sound.
Bird, W. S. ....	Parry Sound.	Bailey, Samuel James .....	Orillia.
Bayley, James T. ....	Gravenhurst.	Callaghan, Dennis .....	Trenton.
Bell, Henry .....	Ottawa.	Campbell, Alexander J. ....	Trenton.
Beach, Herbert Melton .....	Ottawa.	Carson, James .....	Bracebridge.
Berry, Thomas .....	Millbridge.	Campbell, J. M. ....	Bracebridge.
Beaty, W. R. ....	Parry Sound.	Campbell, Robert .....	Bracebridge.
Brooks, Frederick William .....	Mackey's Station.	Clairmont, Joseph .....	Campbellford.
Brown, Robert D. ....	Port Sydney.	Clarkson, Robert J. ....	Parry Sound.
Breed, Arthur G. ....	Penetanguishene.	Carruthers, Aaron .....	Lintonburg.
Barnes, Thomas George Lco. ....	Muskoka Mills.	Calder, Wm. J. ....	Sark Lake.
Buchanan, Robert .....	Coldwater.	Chew, Joseph .....	Gravenhurst.
Beck, Jacob Frederick .....	Penetanguishene.	Cole, James Colin .....	Ottawa.
Bird, Joseph Manly .....	Muskoka Mills.	Cameron, William .....	Collins' Inlet.
Boyd, John F. ....	Chessalon.	Cain, Robert .....	Midland.
Brandon, Martin W. ....	Peterborough.	Crawford, Stephen W. ....	Chessalon.
Bell, John C. ....	Peterborough.	Cochrane, George .....	Peterborough.
Bartlett, George W. ....	Warren.	Coburn, John .....	Lindsay.
Brown, Silas .....	Klock's Mills.	Crowe, Nathaniel .....	Bobcaygeon.
Boland, W. G. ....	Eganville.	Cameron, Alexander .....	Norman.
Baulke, George R. ....	Aylmer, Que.	Chrysler, Frank R. L. ....	Webbwood.
Bromley, Thomas .....	Pembroke.	Carson, Hugh .....	Rat Portage.
Bremner, John L. ....	Admaston.	Carson, Melvin .....	Little Current.
Bromley, W. H. ....	Pembroke.	Cameron, John K. ....	Spanish River.
Bowers, Isaac .....	Little Current.	Cassidy, William .....	Little Current.
Brown, Thomas .....	Barrie.	Campbell, Archibald J. ....	Little Current.
Bass, Walter R. ....	West Huntingdon.	Close, John L. ....	Arnprior.
Bates, Robert .....	Rat Portage.	Campbell, James R. ....	Eganville.

APPENDIX No. 42.—*Continued.*

Name.	P. O. Address.	Name.	P. O. Address.
Campbell, John A. ....	Galetta.	Fox, Thomas. ....	Deseronto.
Caillier, Hyacinthe. ....	Arnprior.	Fallis, James W. ....	Sturgeon Bay.
Chamberlain, Thomas. ....	Bobcaygeon.	Fairbairn, N. H. ....	Webbwood.
Cooper, David Allan. ....	Millbrook.	Freil, John. ....	Trenton.
Cox, Henry. ....	Bellerica, Que.	Fox, Charles. ....	Trenton.
Currie, James. ....	Ottawa.	Featherstonhaugh, Wm. Henry	Penetanguishene.
Clarkson, A. E. ....	Midland.		
Clairmont, E. ....	Gravenhurst.	Green, Norman A. ....	Gilmour.
Cameron, W. F. ....	Sturgeon Bay.	Green, Samuel E. ....	Parry Sound.
Connolly, Daniel. ....	Gravenhurst.	Grant, John. ....	Flinton.
Campbell, P. C. ....	Sault Ste. Marie.	Greene, Arthur. ....	Ottawa.
Cadenhead, Alexander. ....	Midland.	George, R. W. ....	Parry Sound.
Carpenter, R. J. ....	Arnprior.	Gardiner, John. ....	Parry Sound.
Christie, William Pringle. ....	Severn Bridge.	Golden, Frank J. ....	Trenton.
Campbell, C. V. ....	Sault Ste. Marie.	Garson, Robert. ....	Thessalon.
Clegg, Samuel. ....	Peterborough.	Gropp, August. ....	Penetanguishene.
Clairmont, William L. ....	Gravenhurst.	Grozelle, Antoine D. ....	Muskoka Mills.
Cahill, Thomas. ....	Nosbonsing.	Goulais, James. ....	Peterborough.
Chew, Manley. ....	Midland.	Graysen, Charles. ....	Keewatin.
Cooper, James Eddy. ....	Saurin.	Gladstone, Henry E. ....	Cook's Mills.
		Graham, Edward G. ....	Wahnapiatae.
Durrill, John W. ....	Ottawa.	Griffin, James. ....	Spanish River.
Dickson, John. ....	Sundridge.	Gordon, Alexander B. ....	Pembroke.
Danter, R. W. ....	Parry Sound.	Gareau, Noah J. ....	Pembroke.
Doyle, T. J. ....	Eau Claire.	Gordon, Robert W. ....	Pembroke.
Dobie, Alexander R. ....	Blind River.	Guertin, Nelson. ....	Petawawa.
Donally, Richard S. ....	Sudbury.	Gunter, Peter M. ....	Gilmour.
Devine, William. ....	Cook's Mills.	Glennie, William. ....	Millbridge.
Durrill, William. ....	Nosbonsing.	Gardner, John. ....	Rat Portage.
Draper, Patrick. ....	Quyon, Que.	Gorman, Maurice J. ....	Fenelon Falls.
Davis, J. P. ....	Bobcaygeon.	Gillies, John A. ....	Braeside.
Drum, Patrick. ....	Belleville.	Gadway, John. ....	Parry Sound.
Durham, Edgar S. ....	Rosseau.	Garrow, Edward. ....	Nipissing Junction.
Duquette, Charles. ....	Webbwood.	Gaudaur, Antoine Daniel. ....	Orillia.
Davis, William Albert. ....	Bobcaygeon.	Golding, William. ....	Dorset.
Dickson, Robert Alexander. ....	Keene.	Gillies, Harry. ....	White Lake.
Dawkins, John. ....	Gravenhurst.	Gordon, Herbert C. ....	Nelsonville.
Dodsee, James E. ....	Gravenhurst.	Gillespie, M. H. ....	Cook's Mills.
Dieder, L. P. ....	Aylmer, Que.	Griffin, William. ....	Huntsville.
Devine, Patrick J. ....	Sheenboro', Que.	Ganton, David. ....	Trout Creek.
Ebert, Andrew P. ....	Pembroke.	Harrett, James. ....	Gilmour.
Ellis, Alexander. ....	Arnprior.	Hayes, James. ....	Enterprise.
Ellis, John. ....	Westmeath.	Huckson, A. H. ....	French River.
Errington, Joseph. ....	Sundridge.	Howe, Alexander. ....	Queensborough.
Edgington, Henry Joblin. ....	Parry Sound.	Hurd, Edwin. ....	Hurdville.
Eagar, James. ....	Parry Sound.	Hoff, J. S. Morris. ....	Arnprior.
		Hutton, John. ....	Hutton House.
Forbes, Christopher McKay. ....	McLean's Depot.	Hutchinson, Wm. E. ....	Huntsville.
Fitzgerald, E. Clair. ....	Parry Sound.	Hogarth, Joseph Rowan. ....	Pembroke.
Farrell, W. H. ....	Ironside, Que.	Humphrey, John. ....	Gravenhurst.
French, Louis Wm. ....	Byng Inlet.	Hill, Joshua. ....	Midland.
Freeston, Walter. ....	Burk's Falls.	Hall, David. ....	Lovering.
Fraser, Wm. A. ....	Mattawa.	Hartley, Charles. ....	Peterborough.
Fortune, Owen. ....	Trenton.	Helferty, Dennis. ....	Eganville.
Fraser, David. ....	Norman.	Hamilton, Robert. ....	Rat Portage.
France, John. ....	Collins' Inlet.	Hoppins, Abiram. ....	Kingston.
Ford, Charles. ....	Wahnapiatae.	Hoppins, Densmore. ....	Kingston.
Fraser, Alexander, Jr. ....	Westmeath.	Haystead, John. ....	Parry Sound.
Fairbairn, William. ....	Calabogie.	Henderson, John Irwin. ....	Bobcaygeon.
Fraser, Wm. A. ....	Pembroke.	Hartley, William. ....	Millbridge.
Fraser, Foster. ....	Pembroke.	Higgins, John C. ....	Peterborough.
Fraser, William. ....	Little Current.	Humphrey, T. W. ....	Gravenhurst.
Fraser, Hugh Alexander. ....	Pembroke.	Harrison, John, Jr. ....	Pembroke.
Flaherty, John. ....	Lindsay.	Hawkins, E. ....	Le Breton Flats.
Fisher, William. ....	Trenton.	Henderson, Charles. ....	Bracebridge.

## APPENDIX No. 42.—Continued.

Name.	P. O. Address.	Name.	P. O. Address.
Halliday, Frank	Mississippi.	Lovering, William James	Coldwater.
Halliday, James	Springtown.	Lane, Maurice	Bobcaygeon.
Hudman, J. A.	Ottawa.	Lenton, George	Peterborough.
Hawkins, Stonewall J.	Meldrum Bay.	Low, Thomas A.	Renfrew.
Hinchliffe, William	Gunter.	Livingstone, Robert M.	Huntsville.
Hillis, James M.	Sutton West.	Londry, William E.	Sault Ste. Marie.
Hogg, W. J.	North Bay.	Labelle, James	Waltham, Que.
Hoxie, E. P.	Katrine.	Labelle, Eli	Waltham, Que.
Hawkins, Walter	Pembroke.	Ladurante, J. D.	Ottawa.
Howard, James	Eganville.	Ludgate, Theodore	Peterborough.
Irwin, Thomas H.	Parry Sound.	Lucas, Frank	Sault Ste. Marie.
Jackson, Robert	Brechin.	Lunam, Duncan	Collfield, Que.
Johnson, Finlay	Bracebridge.	Lott, George	Trenton.
Jones, Albert	Victoria Harbor.	Lawrie, John D.	Parry Sound.
Johnson, Thomas	Bobcaygeon.	Lovering, George Francis	Coldwater.
Johnston, Archibald M.	Norman.	Lavigne, John	Aylmer, Que.
Julien, Charles	Trenton.	Malloy, Mark	Baysville.
Junkin, Henry	Marmora.	Miller, R. O.	Gravenhurst.
Johns, Frank	Nipissing Junction.	Menzies, Archibald	Burk's Falls.
Jessup, Edward D.	Cache Bay.	Manning, James	Trenton.
Johnson, Frank N.	Ottawa.	Martin, Philip	Stoco.
Johnston, John	Peninsula Lake.	Malone, William Patrick	Ottawa.
Johnson, S. M.	Arnprior.	Marsh, Esli Terrill	Trenton.
Jones, Frederick James	Flinton.	Millar, John W.	Huntsville.
Johnston, William A.	Castleford.	Mutchenbacker, Asa	Rosseau Falls.
Jervis, Henry	Wisawasa.	Morris, George F.	Frank's Bay.
Kerby, John	Belleville.	Murray, George, Jr.	Waubauskene.
Kennedy, Robert	Marmora.	Maughan, Joseph	Fort William.
Kirby, Louis Russell	Ottawa.	Margach, William J.	Port Arthur.
Kenney, Timothy	Enterprise.	Murray, George, Sr.	Waubauskene.
Kirk, Henry	Trenton.	Maniece, William	Peterborough.
Knox, Milton	Ottawa.	Murray, William	Rat Portage.
Kinsella, Michael Pierce	Trenton.	Morgan, Richard J.	Rat Portage.
Kitchen, D.	French River.	Magee, Thomas Arthur	Rat Portage.
Kelly, Jeremiah	Sudbury.	Murdoch, James	Cook's Mills.
Kelly, Ferdinand	Mattawa.	Munroe, Peter P.	Commanda.
King, Napoleon	Mattawa.	Mason, Benjamin	Westmeath.
Kean, B. F.	Orillia.	Monaghan, John B.	Arnprior.
Kemp, Orval Wesley	Trenton.	Monaghan, M. J.	Arnprior.
Kirk, Charles Barron	Queensborough.	Mulvihill, John	Arnprior.
Kingsland, W. P.	Ottawa.	Moran, Andrew	Rockingham.
Kerr, John B.	Arnprior.	Mulvihill, Michael	Arnprior.
Kennedy, Walter	Arnprior.	Mann, John	Manitowaning.
Knox, William M.	Fesserton.	Marrigan, Richard	Deseronto.
Kearney, Michael John	Buckingham, Que.	Monaghan, John Dorland	Deseronto.
Kendrick, John	Burk's Falls.	Matheson, William	Chelmsford.
Kennedy, John L.	Burk's Falls.	Munro, Alexander G.	Braeside.
Lloyd, Alfred	Severn Bridge.	Munro, Philip	Braeside.
Lawrie, Frank A.	Parry Sound.	Mangan, Patrick	Arnprior.
Latimer, James	Frank's Bay.	Marcil, Peter	Ottawa.
Lemyre, Middey	Campbellford.	Main, Samuel	Spanish Station.
Lutz, Jacob	Parry Sound.	Morley, Charles	Huntsville.
Luby, John E.	Ottawa.	Moore, David Henry	Peterborough.
Lochnan, James	Ottawa.	Murphy, John	Arnprior.
Lozo, John	Trenton	Matheson, Daniel	Chelmsford.
Loughrin, Lawrence	Pembroke.	Milne, William	Ethel.
Linton, J. H.	Parry Sound.	McPherson, James S.	Rama.
Ludgate, James	Peterborough.	McKinley, Edward C.	Toronto.
Lynch, W. H.	Collingwood.	McClelland, John	Parry Sound.
Lee, Robert	Huntsville.	McFarlane, J. W.	Cache Bay.
Longford, Mark	Baysville.	McDonald, Roderick	Pembroke.
Letherby, Edwin	Midland.	McCormack, William	Pembroke.
		Macpherson, John	Ottawa.
		McEachern, John A.	West Gravenhurst.



## APPENDIX No. 42.—Continued.

Name.	P. O. Address.	Name.	P. O. Address.
McLeod, Dugald	Gravenhurst.	McKendry, Daniel	Arnprior.
McClelland, R. H.	Parry Sound.	Macdonald, D. F.	Parry Sound.
McEvoy, Frank	Campbellford.	McManus, Thomas J.	Renfrew.
McDermott, Peter	Orillia.	Macfarlane, David R.	Ottawa.
McIlroy, John	Madoc.	McColgan, Edward	Quyon, Que.
McNabb, Robert J.	Parry Sound.	McMichael, Charles	North Seguin.
McFadden, James	Ottawa.	McIlroy, Thomas Davis	Madoc.
McIntosh, James G.	Carleton Place.	McDonald, Wm. Henry	Trenton.
McInnis, Hector D.	Bracebridge.	McGaw, William Thomas	Callendar.
McKinnon, Malcolm	Bracebridge.	McMillan, L.	Callendar.
McLean, Daniel	Bracebridge.	McDermott, John L.	Orillia.
McKinnon, Archie J.	Bracebridge.	McDonald, Charles M.	Pembroke.
McKay, D. C.	Baysville.	McPhee, Benjamin	Pembroke.
McDonald, James	Parry Sound.	McGee, John Edward	Parry Sound.
McPherson, Allan	Longford.		
McDonald, James P.	French River.	Newton, Frank	Gravenhurst.
McFarland, Joseph C.	Port Severn.	Newburn, William	Parry Sound.
McNabb, Alexander	Thessalon.	Niblett, James.	Arnprior.
McGillivray, Archibald	Port Arthur.	Niblett, Robert	Osceola.
McGrane, Edward	Lindsay.	Newell, John H.	Parry Harbor.
McLeod, Donald, Jr.	Keewatin.		
McDonald, Hector R.	Thessalon.	Overend, George J.	Longford Mills.
McDougall, Duncan	Bracebridge.	O'Brien, Andrew	Ottawa.
McNabb, Alexander D.	Warren.	O'Connor, John	Hintonburg.
McCormack, John C.	Sudbury.	Oliver, Darcy	Wahnapiatae.
McNamara, John	Byng Inlet.	O'Connor, William	Nosbonsing.
McGillivray, Duncan D.	Algoma Mills.	O'Neill, James W.	North Bay.
McIntyre, Daniel A.	Klock's Mills.	O'Donnell, William	Penetanguishene.
McNamara, Lewis	Klock's Mills.	Owens, Richard	Basin Depot.
McDonald, Sidney C.	Mattawa.	O'Reilly, Patrick	Cartier.
McCool, Christopher L.	Cartier.	O'Neill, Mark	Renfrew.
McCallum, Donald.	Arnprior.	Orrill, John	Trenton.
McGregor, Duncan	Burnstown.		
McLean, Peter W.	Sand Point.	Pomery, Peter.	Trenton.
McManus, John C.	Arnprior.	Perry, Pringle K.	Byng Inlet North.
McNab, Alexander.	Arnprior.	Purcell, William G.	Ottawa.
McFarlane, Alexander.	Renfrew.	Purvis, John	Parry Sound.
McFarlane, J. D.	Stewartsville.	Pattinson, Thomas	Bracebridge.
McFarlane, Duncan	Renfrew.	Porter, James.	Uphill.
McKendry, Wm. B.	Arnprior.	Pearson, John James.	Lindsay.
McPhee, Hugh	Renfrew.	Paterson, John	Wahnapiatae.
McPhee, John	Arnprior.	Paterson, Alexander	Orillia.
McLachlin, Peter	Arnprior.	Paquette, Oliver	Webbwood.
McLachlin, Alexander.	Arnprior.	Palmateer, Sherman	Gravenhurst.
Mackey, Edward	Arnprior.	Paget, George.	Huntsville.
McKewen, Henry	Trenton.	Pounder, Joseph	Westmeath.
McDonald, Alfred	Peterborough.		
McGeary, John J.	Sundridge.	Richardson, Frederick George.	Trenton.
McDonald, Archibald W.	Gilmour.	Richards, Richard	Tamworth.
McCaw, John Gillen	Queensborough.	Riddell, George Alexander	Rochesterville.
McCauley, Barney	Trenton.	Richey, Evan	Brentwood.
McDougall, James T.	Klock's Mills.	Randall, Louis G.	French River.
McInenly, Thomas	Quebec, Que.	Richardson, Charles Mervyn	Trenton.
McBride, Archibald	Arnprior.	Rochester, Daniel Baillie	Ottawa.
McFarlane, Robert L.	Arnprior.	Riddell, James	Ottawa.
McGown, Wm.	Parry Sound.	Rice, Asa A.	Hull, Que.
McGown, Thomas	Parry Sound.	Roberts, T. A.	Huntsville.
McDermet, Patrick	South River.	Ross, Andrew	Longford Mills.
McKay, Angus	South River.	Rose, Donald M.	Rat Portage.
McDonald, A. J.	Longford.	Rawson, Charles Edgar	Coldwater.
McInnes, Angus D.	Gravenhurst.	Ross, George	Waubanahene.
McKendry, Alexander	Waubanahene.	Roberts, Percy T.	Keewatin.
McGuire, Timothy	North Bay.	Ritchie, William D.	Little Current.
McGrath, John	Peterborough.	Ramsay, Robert	Arnprior.
McWilliams, John Bannon	Peterborough.	Ritchie, J. F.	Arnprior.
McCagherty, Patrick	Westmeath.	Ritter, Samuel G.	Ah Mic Harbor.



APPENDIX No. 42.—*Continued.*

Name.	P. O. Address.	Name.	P. O. Address.
Robinson, William.....	Bobcaygeon.	Trussler, Gilbert.....	Trout Creek.
Reid, Joseph B.....	Lindsay.	Thompson, George S.....	Lindsay.
Ross, Walker M.....	Ottawa.	Thomson, Frederick A. H.....	Callendar.
Ruttle, H. A.....	Carleton Place.	Thomson, Francis Henry.....	Nosbonsing.
Richards, Benedict.....	Ottawa.	Tuffy, John.....	Cartier.
Regan, John.....	Orillia.	Train, A. C.....	Rowan Mills.
Russell, William.....	Pembroke.	Turgeon, George.....	Cook's Mills.
Ramsay, Charles.....	Sudbury.	Thomson, Alexander W.....	Arnprior.
Rankin, Anthony.....	Cache Bay.	Taylor, Thomas G.....	Gravenhurst.
Scanlin, William.....	Enterprise.	Tait, Ralph.....	Arnprior.
Sutherland, D. H.....	Gravenhurst.	Train, William.....	Burk's Falls.
Spanner, John.....	Huntsville.	Turner, Gavin F.....	North Bay.
Shier, James D.....	Bracebridge.	Tilson, Joseph.....	Burk's Falls.
Spooner, W. R.....	Katrine.	Udy, Dean.....	French River.
Simpson, Alfred E.....	Wakefield.	Vigrass, Percy J.....	Dufferin Bridge.
Souliere, John B.....	Ottawa.	Vincent, Joseph.....	Warren.
Shiels, James A.....	Carleton Place.	Vollin, Samuel.....	Nosbonsing.
Spargo, George.....	Ottawa.	Vannier, Nelson Joseph.....	Bobcaygeon.
Smyth, W. H.....	Byng Inlet North.	Watson, William.....	Huntsville.
Salmon, R. H.....	Baysville.	Webb, George W.....	Parry Sound.
Stremer, Peter F.....	Loring.	Wilcox, Thomas.....	Parry Sound.
Stremer, A.....	Ottawa.	Wheeler, J. A. McL.....	Tamworth.
Shields, Frank A.....	Parry Sound.	Ward, Joseph W.....	Ottawa.
Smyth, Job E.....	Cache Bay.	Wilkinson, William.....	French River.
Sage, Nelson.....	Muskoka Mills.	Waldie, John E.....	Victoria Harbor.
Shaw, Thomas B.....	Waubaushene.	Wigg, Thomas G.....	Thessalon.
Swanston, James.....	Peterborough.	Wall, Patrick B.....	Cheboygan, Mich.
Simpson, William.....	Hall's Bridge.	Wells, John R.....	Little Current.
Sadler, Thomas.....	Lindsay.	Whiteside, John.....	Huntsville.
Smith, Patrick Albert.....	Norman.	Watt, William.....	Peterborough.
Snaith, William J.....	Mattawa.	Wilson, George.....	Lindsay.
Sinn, Wm. F.....	Arnprior.	White, Thomas.....	Parry Sound.
Scrim, Robert.....	Arnprior.	Watson, William.....	North Bay.
Salmon, Alexander C.....	Baysville.	Weston, Frank R.....	Midland.
Sharp, James A.....	Sudbury.	White, James B.....	Manitowaning.
Shanacy, Harry S.....	Cook's Mills.	Wilson, James A., Jr.....	Webbwood.
Smith, William.....	Ottawa.	Whaley, Thomas.....	Huntsville.
Stewart, Daniel.....	Braeside.	Webster, William Alfred.....	Bracebridge.
Sheehan, Michael H.....	Waubaushene.	Warrell, William.....	Trout Creek.
Scott, Thomas.....	Parry Sound.	Wims, Peter.....	Blessington.
Smith, Lawrence.....	West Saginaw, Mich.	Wickware, Philip Almont.....	Cloyne.
Shea, Stewart.....	Campbellford.	Wilson, Edward.....	Deseronto.
Sullivan, John.....	Sudbury.	Young, William.....	Seyvern Bridge.
Sinclair, Finlay.....	Sudbury.	Young, A. J.....	Cache Bay.
Shiels, Henry F.....	Cartier.	Young, Samuel.....	Coldwater.
Smith, Gideon Ousley.....	Burk's Falls.	Young, Patrick P.....	Young's Point.
Smith, John Wallis.....	Theford.	Yuill, Thomas.....	Arnprior.
Smith, Henry G.....	Arnprior.	Yuill, A. D.....	Braeside.
Story, John A.....	Ottawa.		
Tait, Thomas B.....	Burk's Falls.		
Taylor, C. W.....	Gravenhurst.		
Thornton, W. D.....	Longford Mills.		
		Total.....	586

AUBREY WHITE,

Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, December 31st, 1894.



REPORT  
OF THE  
COMMISSIONER OF CROWN LANDS  
OF THE  
PROVINCE OF ONTARIO  
FOR THE YEAR  
1895.

*PRINTED BY ORDER OF THE LEGISLATIVE ASSEMBLY.*



TORONTO:  
WARWICK BROS. & RUTTER, PRINTERS, ETC., 68 AND 70 FRONT ST. WEST.  
1896.





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REPORT  
OF THE  
COMMISSIONER OF CROWN LANDS  
OF THE  
PROVINCE OF ONTARIO  
FOR THE YEAR 1895.

---

*To His Honor the Honorable GEORGE AIREY KIRKPATRICK,  
Lieutenant-Governor of the Province of Ontario.*

MAY IT PLEASE YOUR HONOR :

As required by law, I submit for the information of your Honor and the Legislative Assembly, a Report for the year ending on the 31st December 1895, of the management, etc., of the Crown Lands of the Province.

CROWN LANDS.

The area of Crown lands sold during the year was 35,209 acres, aggregating in value \$37,213.23. The collections on account of these and sales of former years amounted to \$43,583.91. There was also leased as mining lands under the leasing clauses of The Mines Act, 13,969 acres, on which, and on lands previously leased, rent amounting to \$26,106.12 was collected. The total collections therefore on account of Crown lands were \$69,690.03.

The mining industry of the Province is improving slowly but steadily. In the Sudbury nickel region there has not been any great demand for mining lands, as no new discoveries have been made and the market for nickel during the year has not been such as to induce the establishment of any new works. The industry is however of great value to the settlers in that region by the employment it affords and the markets it creates for all kinds of agricultural produce, etc. It may be mentioned that the output of the nickel and copper mines in the Sudbury district last year when smelted in the furnaces was equivalent in metallic contents to 4,731,000 pounds copper and 4,631,768 pounds nickel, and the value, computed at the selling price at the works, was \$566,073. The industry gave

employment to an average of 419 men, the amount paid in wages for labor being \$210,000. In addition to this the works consumed very large quantities of cordwood, which gives employment to the settlers, who take small contracts to get out wood for the companies.

Discoveries of gold continue to be made in different parts of the Province, as in the Hastings district, Sudbury district, the region north of Lake Superior and the north-western part of the province around Lake of the Woods and Rainy Lake and up the Seine river to Lac des Mille Lacs. This latter field has an area of about 2,000 square miles, the greater part of which has been as yet very imperfectly explored. The formations in which gold is principally found occur irregularly throughout a region of 100,000 square miles extending along both sides of the height of land from the eastern boundary of the province to the western, with a length of 700 miles and a breadth of 100 to 200 miles. Gold mining is largely limited as yet to development work. A number of stamp mills have been erected, but at the present season of the year several of these are not running. It is altogether probable that on the opening of navigation those mills that are not now running and several new ones will be put in operation.

The completion of a blast furnace at Hamilton will, it is confidently hoped, result in the establishment of a good local market for iron ores, and already some progress has been made in opening iron mines, notably in the county of Hastings and on the north shore of Lake Superior, in anticipation of this demand. The immense bodies of hematite ore on the Mattawin river, and of magnetic ore on the Atik-okan river in the western part of the province, when reached by railway communication, will supply ore excellent in quality and practically unlimited in quantity.

#### CLERGY LANDS.

The area of these lands sold during the year was 1,568 $\frac{1}{4}$  acres, aggregating in value \$1,219.85. The amount collected on account of these and former sales was \$6,259.60. (See Appendix No. 3, page 5.)

#### COMMON SCHOOL LANDS.

The area of these lands sold during the year was 213 acres, aggregating in value 557.40. The collections on account of these and former sales amounted to \$13,942.51. (See Appendix No. 3, page 5.)

#### GRAMMAR SCHOOL LANDS.

The area of these lands sold during the year was 906 acres, aggregating in value \$851. The collections on account of these and former sales amounted to \$1,512.43. (See Appendix No. 3, page 5.)

#### RAILWAY LANDS.

Under "Railway Aid Act" of 1889, 52 Vict., c. 35, 969 acres were sold, aggregating in value \$1,209.33. The collections were \$718.42. (See Appendix No. 3, page 5.)

The price fixed by the above Act for these lands was \$2 per acre, or such price as might after inspection and valuation be fixed by Order in Council. Some of the railways



extended through townships formerly appropriated as free grants, and the lands remaining unsold or unlocated in these townships were the cull or rejected lots. Last session an Act was passed authorizing the Lieutenant-Governor in Council, where the construction of these railways had not been proceeded with and was not likely to be proceeded with within a reasonable time, and the lands could not be sold for the price fixed by statute, to withdraw any or all of them from the operation of said Act and to restore them to the free grant territory, or open them under settlement regulations at such prices and upon such terms as might be deemed expedient, or in proper cases, as mining lands. Under this Act some of the lands in old free grant townships have been restored to the free grant list, so that settlers may avail themselves of the land for grazing or fuel reserves, as this is the only value which the lots possess.

### COLLECTIONS AND REVENUE.

The total collections of the Department on account of all sources of revenue were \$947,947.07. (See Appendix No. 4, page 6.)

### DISBURSEMENTS.

The total disbursements of the Department on account of ordinary services and expenditure were \$249,280.85. (See Appendix No. 6, page 8.) In addition to this there were special votes for the running of the diamond drill, colonization pamphlets, and recounting and remeasurement of saw-logs on certain streams flowing into Lake Huron and in the Peterborough district, amounting to \$15,045.03. (See Appendix No. 7, page 16.)

### WOODS AND FORESTS.

The total collection for the year amounted to \$853,179.86, in which there is included \$76,579.73 on account of bonuses and \$61,493.49 on account of ground rents, leaving the net revenue from timber dues \$715,106.64. (See Appendix No. 8, page 17.)

In my last annual report I stated that the lumber trade was not in a satisfactory condition owing to the depression which existed in the United States, where the great bulk of our sawn lumber is marketed, and I expressed the opinion that there was no immediate prospect of the prevailing depression passing away. I regret to say that the fears then expressed have been more than realized. The sawn lumber market has during the past year been in an inactive state, and there was a distinct break in the prices of all but the superior grades of lumber, which constitute not more than twenty to twenty-five per cent of the total quantity of lumber produced at the present time in Canada and the north-western states. The English market for board timber and deals has been fairly satisfactory and prices remunerative, but this is a very limited and conservative market, easily overstocked and demoralized, and takes only the very best qualities of timber and lumber.

The principal market for Canadian sawn lumber is, as previously stated, in the United States, and any overstocking or depression in that market is immediately felt by Canadian lumbermen. In the early part of the year there appeared to be an improve-

ment in the general business of the country, and, in sympathy with that, a hope arose that trade would be better on the opening of navigation. Very soon after navigation opened it was seen that there would be no improvement, but that things were going to remain in the unsettled and unsatisfactory position in which they had been during the previous year. As a consequence all but the upper grades of lumber moved slowly during the summer, with a decreasing demand and lowering of values. It was anticipated that when the crops in the west began to be marketed there would be an improvement in business, and that at any rate the lumber market of the north-western states would be benefited; but this expectation was also doomed to disappointment. During the summer a rise took place in the price of iron ore, in sympathy with which lake freights of all descriptions advanced. These increased freights lessened the values of all the farmer had to export, so that the farmers of the west either sold at lower prices than they anticipated or held their grain, consequently their purchasing power was diminished and they bought very little lumber.

The markets have become enormously overstocked with inferior grades of lumber, and it is this which has caused the present unfavorable condition of the trade. The circumstances which have led to this plethora of coarse, rough lumber are easily understood, and some of them may be noted. First, the removal of the duty on Canadian lumber passing into the United States enabled the coarse Canadian lumber to get into that market and thus stimulated cutting closer, the consequence of which was that a largely increased percentage of coarse logs was taken out. Secondly, the prices which have recently been paid for limits have rendered it necessary, if a profit was to be obtained, that every log which could be got out with any expectation of a return, should be cut and taken to the mills. Thirdly, during the summer of 1894 disastrous bush fires occurred in Michigan, Minnesota and Wisconsin and enormous quantities of pine timber were so badly scorched that in order to realize anything from it the timber had to be cut last winter. Accordingly, the western market, which in an ordinary year consumes a very large percentage of the cut of the north-western states, was flooded with coarse lumber of an inferior quality largely in excess of what it could use as its normal supply. The consequence was that this coarse lumber overflowed in large quantities into the markets of the eastern and middle states, overstocking and demoralizing them, until coarse lumber was a drug everywhere and prices broke. Fourthly, larger quantities of southern pine are being cut each year, and it is finding a market further and further north until now it is actually competing with Ontario coarse lumber in the United States as far north as the south shore of Lake Ontario.

It will be easily understood, therefore, from what has been stated that during the past year the lumber trade has been in an unsatisfactory and depressed condition. It is a matter of congratulation, however, that under such unfavorable circumstances the revenue collected from woods and forests has been so large.

With respect to the future, it is difficult to forecast what may happen. There does not appear to be any grounds upon which to base expectations of immediate substantial improvement in the conditions of the trade. The western lumber markets are overstocked with large quantities of inferior grades of lumber, which will have to go east, and



there does not appear to be any material decrease in the output of logs this present winter, besides which large stocks of last year's logs are still on hand, more than sufficient to equal any possible decrease that may take place in the output this season.

The home market in Ontario has also been dull and inactive. Very little building is being done in the larger cities, and there does not appear to be any immediate prospects of extensive building in any of our cities or large towns. In addition to this there is a constant tendency to use steel frames, etc., for the larger buildings now being erected, and granolithic and materials of a similar character are rapidly displacing plank for sidewalk purposes. In the Rat Portage district, owing to the abundant crops in Manitoba, trade is improving, and as a consequence some of the mills at Rat Portage are taking out a limited stock of logs this season.

The total output of pine from licensed lands of the province last year, including square timber, equalled 843,215,016 feet board measure. So far as can now be estimated, between eight hundred and eight hundred and fifty millions will be taken out this winter, although that estimate may be cut down in sympathy with the dulness of trade.

The Department deemed it expedient to make test measurements and counts of lumbering operations on some of the large streams flowing into Lake Huron, and also on the rivers in the Peterborough district. A staff of men were engaged to count and measure the operations and placed under the charge of the Superintendent of Forest Rangers for the Province, with instructions to make tests, counts, etc., on the French, Spanish and Whitefish rivers flowing into Lake Huron, and on the Gull river waters in the Peterborough district. Owing to the delay in driving the logs, incident to low water and to the great number which were stuck, the expenses were more than had been expected, as it became necessary, in order to render the test complete, to have the men follow the streams up to the limits in order to count the logs which were left along the streams and upon the limits. Some discrepancies in count and measurement were detected, and the parties were notified that the differences, if unaccounted for, would be charged up to their accounts. The investigation did not, however, disclose that there was any general or systematic attempt to defraud the Department, either in count or measurement.

Three examinations of candidates for culler's licenses under the Ontario Cullers' Act were held during the year, at Huntsville, Arnprior and Port Arthur respectively. The number of applicants was sixty, of whom forty-four qualified themselves by passing the examination. The total number of licensed cullers is now 624, as shown in the list given in Appendix No. 35, page 98.

## FIRE RANGING.

The total cost of this service for last year was \$26,253.81, of which \$12,080.82 was refunded by licensees, leaving the net expenditure \$14,172.99.

The fire ranging system was established in 1886. Its provisions are briefly as follows: The placing of a number of men during the dangerous period of the summer, say from May to the end of September, on licensed and unlicensed lands of the Crown where, from settlement, railway construction, lumbering or any other cause, fire is so frequently used as to be a source of danger. The number of men necessary to give the proper pro-

tection is left to the owners of the limits, who are familiar with the topography, exposed position of the limit, etc., and they are also allowed to nominate or select the men to be employed, the Department reserving the right to reject or remove any man whom it believes to be unfitted for his duties or who neglects his work. These men are instructed by the Department and are, under Section 14 of the Fire Act, officers for the enforcement of the provisions thereof. They are supplied with large posters of the Fire Act and pamphlet copies of the same, and are instructed to put up the posters in public and conspicuous places throughout the territory under their charge, and to hand pamphlet copies to settlers and others, so that they may have an opportunity of becoming acquainted with the provisions of the law and no excuse for not obeying it. They are authorized to engage assistance should fires break out, and should these assume large and dangerous proportions they are required to notify the licensee and the Department, in order that both may be represented on the spot should that appear necessary. The Department bears half of any expense incurred in suppressing fires, as well as half of the wages of the fire rangers, whose remuneration is fixed at \$2 per day, out of which they have to defray their board, etc. At the end of the season they are required to send in their diaries and sworn accounts and a report upon the fires which occurred, together with the loss, etc.

The past summer was one of the driest for many years, particularly in the country lying east of Sault Ste. Marie, and the experiences of the rangers in this respect are borne out by the reports of the various meteorological stations. The director of the meteorological office at Toronto states that the temperature in Algoma and Nipissing districts up to the end of May was very much higher than the average. In June there was a change to drought, the rainfall being particularly light and the weather unusually warm. In July the deficiency of rain was even more marked than in June. In August the rainfall, which is ordinarily light, was still below the average. In September there was a marked deficiency of rainfall in Parry Sound and Nipissing districts, while in October the rainfall was everywhere below the average. As a consequence of the very dry and hot character of the summer there had to be a closer watch maintained everywhere, and in certain specially dangerous and exposed regions the staff had to be strengthened beyond what has been customary in an ordinary year, and in one or two instances where large fires occurred in outlying districts a staff had to be sent to the spot to fight the fire. I am glad, however, to be able to say that, owing no doubt in a great measure to the close supervision and systematic organization which existed, no large destruction of timber took place. The only fire of any consequence which occurred on unlicensed territory was in the township of Grant, where a considerable quantity of pine was so badly damaged as to render a sale of it advisable, so that it might be cut and not go to waste. The reports show that 46,556,000 feet of pine were damaged, and the estimated loss was \$38,450. Some of the licensees were unable to put a value on the damaged timber, but as nearly all were aware early in the season of the extent of the fires and the localities in which they occurred, they have made preparations to cut the timber, and the actual loss, therefore, will probably not be great. The chief causes of the fires seem to be the clearing of land by settlers and the carelessness of camping and hunting parties. It is customary to ask the licensees each year to point out any defect in the system and to make any suggestions by which they think it could be improved, but with the exception of a desire to make the keeping



of fire rangers on limits in the summer time obligatory instead of optional there is no suggestion of amendment. They all seem to think that the service is admirably adapted to accomplish the object for which it was established. Representations have been made that in the newer parts of the Province it is sometimes difficult to punish parties who break the law in the setting out of fires, owing to the expense necessary in taking witnesses long distances to a magistrate, and it has been suggested that it would simplify the enforcement of the Act if the law were such that the Lieutenant-Governor-in-Council could clothe certain of the most intelligent of the fire rangers with magisterial powers.

### FISHERIES.

Two additional overseers have been appointed since my last report in localities where their services are required. The reports received from the various overseers show that the law respecting fisheries is fairly well observed. The revenue from permits, etc., was \$365.00. A list of the overseers, with their post-office addresses, etc., is given in Appendix No. 11, page 24.

### FREE GRANTS.

There are 159 townships open for location under the Free Grants and Homesteads Act, and no addition has been made since my last report. During last year 754 locations were made on 100,040 acres of land, and 62 locatees purchased 1,796 acres; 302 patents were issued to locatees. (See Appendix No. 10, page 20.)

### ALGONQUIN AND RONDEAU PARKS.

Preliminary work of various kinds continued largely to occupy the attention of the officers charged with the administration of Algonquin National Park and Rondeau Provincial Park during the past year. In the former, some additional shelter huts have been built for use of the rangers while patrolling the Park, trails, portages and canoe routes have been cleared, a considerable portion of the Park boundaries blazed, and other services of like character performed. Concurrently with this, the work of protecting the timber from fire and the game from poachers has been carried on. A fire occurred on the limits owned by the St. Anthony Lumber Company in Canisbay township, extending over a number of lots, but the real damage done was not great. The Superintendent reports a noticeable increase of the game and fur-bearing animals, as a result of the protection now afforded them. The line of the Ottawa, Arnprior and Parry Sound railway was extended some nine miles into Canisbay during 1895, and the Company intend fully completing the railway across the Park and connecting with the western section at Scotia station on the Grand Trunk during the present year. The large numbers of workmen employed on the road will necessitate close attention on the part of the staff to prevent poaching and damage to timber. I regret to note the death of the late efficient Superintendent, Mr. Peter Thomson, in September last. His place was filled by the promotion of Mr. John Simpson, formerly Chief Ranger. The latter's report will be found in Appendix No. 32, page 59.

At Rondeau Provincial Park, a new and substantial dock has been built for the use of parties visiting the Park by boat, and a wire fence has been put up between the Park and private property at the north end. The beauties of the place are attracting visitors in increasing numbers, and several of the lots surveyed as cottage sites have been leased and houses erected thereon for summer resort. Some difficulty has been experienced in preventing trespassers shooting the game and other birds in the Park, especially during the open season for wild duck, when many pothunters as well as sportsmen resort to the Eau. Convictions were secured in a few cases, and it is hoped that such infractions of the law will now cease. Further details will be found in the Ranger's report, printed as Appendix No. 33, page 66.

### CROWN SURVEYS.

The following surveys of townships have been carried out this year :

In the district of Muskoka part of the township of Freeman has been subdivided into lots of 100 acres each ; in the district of Nipissing the township of Murchison has been subdivided into lots of 100 acres each, and the townships of Dana, McNish and Pardo into lots of 320 acres each ; in the district of Rainy River the townships of Van Horne and Wainwright, near Wabigoon on the line of the Canadian Pacific railway, and the township of Bennett on Seine river, Rainy lake, have been subdivided into lots of 320 acres each, as also the township of Haycock near Rat Portage. In the district of Rainy River the surveys of meridian and base lines, and in the district of Thunder Bay the surveys along the line of the Canadian Pacific railway, whereby a system of base lines has been laid down for future reference, which have been prosecuted for several years, have been continued.

The utility of these surveys has been fully demonstrated this season by the great impetus given to mining exploration owing to the facilities afforded by these lines for connecting mining surveys therewith, and by enabling this Department to prepare and publish maps of hitherto unknown regions. A judicious extension of this system into our as yet unpenetrated northern regions is very desirable.

The returns of the above named surveys have been examined and closed. The particulars of the surveys will be found in Appendices Nos. 15 and 20 to 31, pages 29 and 42 to 57.

### MUNICIPAL SURVEYS.

The Department has during the year, on the petitions of the municipal councils interested, issued instructions for surveys in the townships of Chinguacousy, North Grimsby, March and Torbolton, Orford and Vespra, and has during the same period confirmed municipal surveys in the townships of Orford and Chinguacousy.

The particulars relating to the surveys will be found in Appendices Nos. 13 and 14 pages 26 and 28.

## MINERAL AND OTHER SURVEYS.

The Mines Act 1892 requires that applicants to purchase or lease mining lands in unsurveyed territory shall file surveyor's plans, field notes and descriptions by metes and bounds of their locations in this Department before any sale or lease is carried out. Under Orders-in-Council of dates January 23rd, 1892, December 3rd, 1892, and September 22nd, 1893, applicants to purchase islands or locations in the districts of Thunder bay or Rainy River for agricultural puposes in unsurveyed territory are required to file surveyor's plans, field notes and descriptions by metes and bounds, together with the necessary affidavits of their locations, which are required to be of the form and size, wherever practicable, prescribed by the Mines Act 1892.

Under these regulations a number of applicants in the districts of Algoma, Nipissing, Rainy River and Thunder Bay have filed plans, etc., and an area of 8,924 acres has been sold and patented to them, for which \$15,713.50 has been received; and an area of 13,846 acres has been leased at \$1 per acre for the first year's rental.

The particulars relating to these surveys, sales and leases will be found in Appendices Nos. 16, 17 and 18, pages 30, 34 and 40.

## COLONIZATION ROADS.

The work done during the year was as follows: Miles of new road constructed, 311; miles of road repaired, 526; bridges erected, 35, and many others repaired. The work done was carefully inspected and reported to be of a satisfactory and substantial character.

The net expenditure was \$116,706.59, the details of which are given in the Superintendent's Report, Appendix No. 34, page 69.

Respectfully submitted,

A. S. HARDY,  
Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, December 31st, 1895.





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# APPENDICES.

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## APPENDIX NO. 1.

RETURN of Officers and Clerks in the Department of Crown Lands, for the year 1895.

B anch.	Name.	Designation.	When appointed.	Salary per annum.	Remarks.
	Hon. A. S. Hardy.....	Commissioner .....	1889, January 19th .....	\$ c.	
	Aubrey White.....	Assistant Commissioner.....	1882, January 1st.....	4,000 00	
	George Kennedy.....	Law Clerk .....	1872, February 1st .....	2,800 00	
	F. Yeigh .....	Shorthand Writer and Clerk .....	1880, March 1st.....	2,000 00	
		Inspector of Agencies.....		1,250 00	
				150 00	
	A. Kirkwood .....	Chief Clerk .....	1854, March 21st .....	1,900 00	
	J. J. Murphy .....	Clerk in charge of Free Grants .....	1872, May 1st.....	1,400 00	
	Julian Sale .....	Clerk .....	1871, August 5th .....	950 00	
	E. S. Williamson .....	" .....	1889, May 1st.....	900 00	
	J. J. Kelly .....	" .....	1888, March 19th .....	950 00	
	C. J. M. Hardy .....	" .....	1890, May 31st .....	750 00	Resigned, 1st October.
Sales and Free Grants ..	G. B. Kirkpatrick .....	Director of Surveys.....	1866, January 30th .....	2,000 00	
	W. Revell.....	Clerk .....	1871, October 2nd.....	1,300 00	
	W. F. Lewis .....	" .....	1872, February 5th .....	1,000 00	
	J. M. Grant.....	Chief Clerk Patents .....	1860, May 12th .....	1,400 00	
	Pedro Alma .....	Clerk .....	1871, August 1st.....	1,250 00	
	Henry Smith .....	Superintendent of Colonization Roads.....	1881, January 1st.....	1,900 00	
	C. Cashman.....	Clerk .....	1872, September 1st.....	1,150 00	
	J. H. Bradshaw .....	" .....	1884, June 1st .....	850 00	
Surveys, Patents and Roads ..	J. A. G. Crozier.....	Chief Clerk .....	1867, December 1st .....	1,750 00	
	Theo. C. Taylor .....	Clerk .....	1888, August 1st .....	1,400 00	
	H. R. Hardy .....	" .....	1883, November 1st .....	1,100 00	
	Kenneth A. Miller.....	" .....	1891, November 1st .....	1,000 00	
	A. McLaren.....	" .....	1890, May 22nd .....	850 00	
	John Durkin .....	" .....	1893, November 15th .....	1,000 00	
	Henry Cartwright.....	" .....	1893, October 1st .....	750 00	
Woods and Forests .....					

# APPENDIX NO. 1.

RETURN of Officers and Clerks in the Department of Crown Lands, for the year 1895.—*Concluded.*

Branch.	Name.	Designation.	When appointed.	Salary per annum.	Remarks.
Accounts	D. G. Ross	Accountant.....	1861, April 15th .....	\$ c.	
	E. Leigh	Clerk .....	1873, December 20th .....	1,800 00	
	M. J. Ferris	" .....	1892, April 1st .....	1,200 00	
	C. P. Higgins	" .....	1873, July 1st .....	850 00	
Forestry	C. S. Jones	Registrar.....	1890, May 22nd .....	1,100 00	
	Thomas Southworth	Inspector.....	1895, April 17th .....	1,500 00	
Bureau of Mines	A. Blue	Director of Mines.....	1891, May 8th .....	2,500 00	
	T. W. Gibson	Secretary and Shorthand Writer.....	1891, June 19th .....	1,400 00	
	Aaron Slaght	Inspector .....	1890, April 18th .....	750 00	
	A. P. Coleman	Geologist and Mineralogist .....	1894, January 1st .....	500 00	
	W. R. Ledger	Clerk and Office Keeper .....	1894, February 15th .....	600 00	
	F. Frank	Messenger .....	1886, December 1st .....	450 00	

Accountant.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1895.

AUBREY WHITE,  
Assistant Commissioner.

# APPENDIX No. 2.

## List of Crown Lands Agents for the disposal of Free Grants, for 1895.

Name.	District or county.	Date of appointment.	Salary per annum.	Remarks.
Annis, A. Ellsworth.....	Part of District of Rainy River .....	1895, November 28.....	\$ c.	
Armstrong, John.....	Lake Temiscamingue, District of Nipissing .....	1893, October 27.....	100 00	
Best, S. G.....	Part of Parry Sound District .....	1875, March 23.....	500 00	
Campbell, A.....	" Rainy River District .....	1891, May 8.....	100 00	
Cockburn, J. D.....	Nipissing District .....	1884, May 21.....	500 00	Agent for sale of lands.
Fielding W.....	Part of Victoria .....	1882, February 23.....	500 00	Resigned 28th November, 1895.
Gilligan, B. J.....	" Nipissing District.....	1884, March 26.....	500 00	
Hamilton, G.....	St. Joseph Island.....	1890, September 20.....	200 00	
Handy, E.....	Part of Parry Sound District .....	1874, January 3.....	500 00	
Hartle, Wm.....	" Victoria .....	1895, November 28.....	350 00	
Hollands, C. J.....	Town plot of Alberton .....	1892, October 12.....	300 00	
Kirk, W.....	Part of District of Muskoka .....	1892, July 28.....	500 00	
Ludgate, T.....	" Peterborough .....	1895, January 1.....	100 00	Resigned 30th April, 1895.
Mackay, T.....	" Parry Sound District .....	1881, December 5.....	500 00	Agent for sale of lands.
Macpherson, R.....	Frontenac .....	1871, July 18.....	250 00	
March, R. J. F.....	Rainy River District .....	1891, May 8.....	200 00	Agent for sale of lands.
McDonald, D. G.....	Algoma District.....	1888, December 3.....	500 00	
Nichols, W. L.....	" .....	1885, August 27.....	200 00	Agent for sale of lands.
Reeves, J.....	Nipissing District.....	1872, February 12.....	300 00	
Ruttan, J. F.....	Thunder Bay District .....	1889, May 16.....	250 00	
Ryan, T. J.....	Algoma District.....	1888, June 15.....	400 00	
Scarlett, J. S.....	Parry Sound District .....	1880, June 17.....	500 00	
Stewart, C. R.....	Hastings and Peterborough .....	1882, May 1.....	500 00	
Stewart, James.....	Renfrew .....	1891, September 26.....	300 00	
Tait, J. R.....	Renfrew .....	1869, May 28.....	500 00	
Turner, Wm.....	Hastings .....	1892, October 5.....	200 00	
Whelan, J.....	Algoma District .....	1884, September 19.....	300 00	
Wilson, W.....	Renfrew .....	1884, September 19.....	200 00	
Wood, Amos W.....	Rainy River District .....	1891, June 19.....	200 00	
	Frontenac and Addington .....	1892, December 31.....	100 00	

AUBREY WHITE,  
Assistant Commissioner.

D. GEO. ROSS,  
Accountant.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1895.



## APPENDIX No. 3.

STATEMENT of Lands Sold and Leased, amount of Sales, and amount of Collections on Sales and Leases for the year 1895.

Service.	Acres sold and leased.	Amount of sales.	Amount collected on sales and leases.
		\$ c.	\$ c.
Railway Lands .....	969	1,209 33	718 42
Crown Lands .....	35,209 $\frac{13}{100}$	37,213 23	43,583 91
Clergy Lands .....	1,568 $\frac{1}{4}$	1,219 85	6,259 60
Common School Lands .....	213	557 40	13,942 51
Grammar School Lands .....	906	851 00	1,512 43
Rent ... ..	13,969	.....	26,106 12
Total.....	52,834 $\frac{63}{100}$	41,050 81	92,122 99

D. GEO. ROSS,  
Accountant.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1895.

## APPENDIX No. 4.

STATEMENT of the Revenue of the Department of Crown Lands for the year 1895.

Service.	\$ c.	\$ c.
<i>Land Collections :</i>		
Railway Lands .....	718 42	
Crown Lands .....	43,583 91	
Clergy Lands .....	6,259 60	
Common School Lands.....	13,942 51	
Grammar School Lands .....	1,512 43	
Rent .....	26,106 12	92,122 99
<i>Woods and Forests :</i>		
Timber Dues .....	715,106 64	
Ground Rent .....	61,493 49	
Bonus.....	76,579 73	853,179 86
Casual Fees .....	420 17	
Cullers' Fees .....	240 00	
Fishery Licenses.....	365 00	
Rondeau Park.....	26 65	1,051 82
<i>Expenditure Refunds :</i>		
Surveys.....	1,575 40	
Agents' Salaries (inspection) .....	17 00	1,592 40
		947,947 07

AUBREY WHITE,  
Assistant Commissioner.D. GEO. ROSS,  
Accountant.DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1895.

## APPENDIX No. 5.

STATEMENT of the Receipts of the Department of Crown Lands for the year 1895 which are considered as special funds.

Service.	\$ c.	\$ c.
<i>Clergy Lands :</i>		
Principal .....	3,374 81	
Interest .....	2,884 79	6,259 60
<i>Common School Lands :</i>		
Principal .....	5,207 38	
Interest .....	8,737 13	13,942 51
<i>Grammar School Lands :</i>		
Principal .....	1,097 54	
Interest .....	414 89	1,512 43
<i>Railway Lands :</i>		
Principal .....	710 13	
Interest .....	8 29	718 42
		22,432 96

AUBREY WHITE,  
Assistant Commissioner.

D. GEO. ROSS,  
Accountant.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1895.

## APPENDIX No. 6.

Statement of the Disbursements of the Department of Crown Lands for the year 1895.

Name.	\$ c.	\$ c.	\$ c.
AGENTS' SALARIES.			
<i>Land.</i>			
Annis, A. E.....	8 34		
Armstrong, J.....	500 00		
Best, S. G.....	500 00		
Campbell, A.....	100 00		
Cockburn, J. D.....	500 00		
Fielding, W.....	458 33		
Gilligan, B. J.....	500 00		
Handy, E.....	500 00		
Hamilton, G.....	200 00		
Hartle, Wm.....	29 17		
Hollands, C. J.....	400 00		
Kirk, W.....	500 00		
Ludgate, Theo.....	33 33		
McDonald, D. G.....	500 00		
Mackay, T.....	500 00		
Macpherson, R.....	250 00		
Marsh, R. J.....	200 00		
Nichols, W. L.....	200 00		
Reeves, Jas.....	300 00		
Ruttan, J. F.....	250 00		
Ryan, T. J.....	400 00		
Scarlet, J. S.....	500 00		
Stewart, James.....	300 00		
Stewart, C. R.....	500 00		
Tait, J. R.....	500 00		
Turner, W.....	200 00		
Whelan, J.....	300 00		
Wilson, W.....	200 00		
Wood, A. W.....	100 00		
		9,429 17	
<i>Timber.</i>			
Campbell, P. C.....	1,600 00		
Margach, W.....	1,600 00		
Macdonald, D. F.....	1,600 00		
Munro, H.....	1,200 00		
McWilliams, J. B.....	2,360 66		
Londry, J. P.....	100 00		
		8,460 66	
AGENTS' DISBURSEMENTS.			
<i>Land.</i>			
Armstrong, J.....	32 28		
Anderson, D.....	2 63		
Cockburn, J. D.....	22 03		
Gilligan, B. J.....	7 00		
Handy, E.....	23 02		
Hamilton, G.....	2 17		
Hollands, C. J.....	275 38		
Kirk, Wm.....	29 16		
Ludgate, Theo.....	8 00		
Mackay, T.....	11 20		
Marsh, R. J.....	8 45		
Nichols, W. L.....	38 05		
Ruttan, J. F.....	6 60		
Carried forward.....	465 97	17,889 83	



APPENDIX No. 6.—*Continued.*

Name.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....	465 97	17,889 83	
<i>AGENTS' DISBURSEMENTS.—Continued.</i>			
<i>Land.—Continued.</i>			
Ryan, T. J.....	9 50		
Stewart, James.....	6 50		
Stewart, C. R.....	17 00		
Tait, J. R.....	8 18		
Whelan, J.....	4 89		
Wood, A. W.....	9 14	521 18	
<i>Timber.</i>			
Campbell, P. C.:			
Disbursements.....	175 59		
Wages of men, etc.....	580 40		
Furnishing office.....	66 05	822 04	
Margach, Wm.:			
Disbursements.....	206 25		
Wages of men, rent, etc.....	393 75	600 00	
Macdonald, D. F.....		400 00	
Munro, Hugh.....		150 00	
McWilliams, J. B.....		378 21	
<i>Miscellaneous.</i>			
Ames, D., guarding islands in Labon Lake.....	20 00		
Armstrong, J., inspecting.....	15 00		
Belding, W. W. ".....	116 20		
Brown, John ".....	176 00		
Davis, S., guarding Leonard Island.....	20 00		
Freeman, R., inspecting.....	10 00		
Fairbairn, J. M., services at Belleville Agency.....	90 00		
Gardener, J., inspecting.....	2 50		
Hardy, Hon. A. S., travelling expenses.....	125 00		
Hardy, J. C., ".....	35 00		
Jones, C. S., ".....	51 16		
Kelly, J. J., ".....	6 85		
Livingston, C., inspecting.....	10 00		
Pierson, J., ".....	24 00		
Taylor, T. C., travelling expenses.....	20 00		
Walker, T. A., inspecting.....	6 00		
White, Aubrey, travelling expenses.....	209 16		
Williamson, E. S., travelling expenses.....	13 00		
Yeigh, F., ".....	60 00	1,009 87	
<i>CROWN TIMBER OFFICE, OTTAWA.</i>			
Darby, E. J., acting agent.....	1,200 00		
Larose, S. C., clerk.....	900 00		
Rainboth, E. J., surveyor.....	200 00	2,300 00	
Disbursements.....		680 02	2,980 02
<i>CROWN TIMBER OFFICE, QUEBEC.</i>			
Nicholson, B., agent.....	1,400 00		
Harney, Thos., caretaker and messenger.....	100 00	1,500 00	
Disbursements.....		318 10	1,818 10
<i>Carried forward</i> .....			26,569 25

## APPENDIX No. 6.—Continued.

Name.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....			26,569 25
FISHERY SERVICE.			
<i>Salaries of Overseers.</i>			
Armstrong, J. ....	50 00		
Bilton, Geo. ....	75 00		
Bole, D. ....	100 00		
Emmons, J. ....	50 00		
Huntingdon, J. S. ....	100 00		
Johnson, J. A. ....	200 00		
Little, J. T. ....	50 00		
Clark, N. ....	50 00		
May, D. ....	50 00		
Moore, F. J. ....	75 00		
Morgan, Austin. ....	37 50		
McCann, P. ....	50 00		
McComber, A. ....	143 50		
McKewen, S. R. ....	50 00		
McKirdy, W. ....	50 00		
Seidewand, G. E. ....	50 00		
Sliter, A. E. ....	50 00		
Sly, Lester. ....	50 00		
Smith, R. R. ....	50 00		
Stapleton, R. ....	4 37		
Whelan, Jas. ....	14 59		
Wilmott, H. J. ....	50 00		
		1,399 96	
<i>Disbursements of Overseers.</i>			
Bole, Duncan. ....	80 45		
Moore, F. J. ....	27 10		
McKirdy, W. ....	15 00		
Sly, Lester. ....	5 50		
McComber, Alex. ....	5 40		
		133 45	
Hutton, John, transporting bass, Muskoka to Mary lake. ....		10 00	
Margach, Wm., stocking Rainy River Lakes with bass..		628 45	
Walsh, A. H., badge. ....		1 50	
			2,173 36
WOOD RANGING.			
Brady, Jno. ....		970 00	
Bird, John. ....		100 00	
Bremner, J. L. ....		820 00	
Beaton, D. H. ....		145 00	
Belding, A. W. ....		349 55	
Christie, W. P. ....		1,583 42	
Clegg, S. ....		260 00	
Fraser, Duncan. ....		511 30	
Garrow, E. ....		849 56	
Halliday, Frank. ....		863 50	
Halliday, James. ....		920 00	
Henderson, C. ....		906 75	
Johnson, S. M. ....		1,774 18	
Kennedy, Jno. ....		1,059 03	
Kehoe, J. J. ....		40 19	
Ludgate, Theo. ....		921 15	
Moore, D. H. ....		1,683 15	
Murray, W. ....		120 00	
Malone, W. P. ....		769 10	
<i>Carried forward</i> .....		14,645 88	28,742 61

Name.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....			14,645	88	28,742	61
<i>WOOD RANGING.—Continued.</i>						
McCogherty, P .....			1,342	96		
McGown, W .....			834	28		
McDougall, D .....			35	00		
Pardee, J. B., checking returns .....			352	50		
Paget, Geo .....			1,392	96		
Quinn, W .....			327	95		
Russell, W .....			1,885	69		
Regan, John .....			1,385	50		
Rowan, John .....			500	00		
Rudge, H. E., checking returns .....			800	00		
Sullivan, Jno .....			1,754	25		
Smith, J. W .....			977	09		
Sinclair, A. G., checking returns .....			254	00		
Sinclair, F .....			1,440	60		
Turgeon, J. B. ....			50	00		
Wickens, A. E., checking returns .....			84	00		
White, J. B .....			1,442	05		
					29,504	71
<i>FIRE RANGING.</i>						
Aymor, James.....			40	00		
Archibald, Jno .....	180	00				
Disbursements.....	179	50				
				359	50	
Aylward, James.....			158	00		
Armstrong, Ed .....			246	00		
Austin, Charles .....			262	00		
Alexander, S .....						
Disbursements.....			105	80		
Airhart, A .....	110	00				
Disbursements.....	16	00				
				126	00	
Bowland, Jno .....			238	00		
Bowland, Wm .....						
Disbursements.....			866	49		
Brown, J. F. ....			142	09		
Blackwell, Wm .....			118	00		
Burritt, Alfred .....			112	50		
Beauleau, A .....			212	00		
Bell, Wm .....			230	00		
Baxter, Wm .....			196	50		
Brown, H. R .....			190	00		
Berlinquette, Jules .....			226	00		
Barnum, John .....			262	00		
Brannan, Samuel .....			168	00		
Bromley, Thos .....			146	00		
Byrnes, T. J .....			236	00		
Bowland, J. M .....			150	00		
Campbell, J .....	462	00				
Disbursements.....	63	38				
				525	38	
Campbell, J. M .....			112	00		
Cole, Jno .....			208	00		
Coghlan, James .....	1893	262	00			
" .....	1894	262	00			
				524	00	
Coghlan, Thos.....	1893		262	00		
Cochrane, Jno.....			258	00		
<i>Carried forward</i> .....				4,680	17	58,247 32

APPENDIX No. 6.—*Continued.*

Name.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....			4,680	17	58,247	32
<i>FIRE RANGING.—Continued.</i>						
Carlin, Thos.....			236	00		
Close, John.....1894	254	00				
Disbursements.....	68	94	322	94		
Crawford, Alex.....	208	00				
Disbursements.....	195	55	403	55		
Cole, George.....	262	00				
Disbursements.....	6	00	268	00		
Curtain, D.....1894			187	00		
Didier, P.....	184	00				
Disbursements.....	12	00	196	00		
Didier, L. P., disbursements.....			153	17		
Davies, Jno.....			236	00		
Dufond, Ignace.....			226	00		
Drumm, P.....	246	00				
Disbursements.....	582	75	828	75		
Dawkins, Jno.....	250	00				
Disbursements.....	4	00	254	00		
Etminski, John.....1894	262	00				
Disbursements.....	20	00	282	00		
French, Jno.....1893			256	00		
Fraser, W. A.....1894			212	00		
Fairhall, Ed.....			186	00		
Finlayson, J. H.....			216	00		
Gouldie, E. J.....			240	00		
Gunter, H. M.....			240	00		
Green, N. A.....1894						
Disbursements.....	17	00				
“.....1895	41	00				
Services.....	74	00	132	00		
Gunn, Jno.....			50	00		
Gardner, Jno.....	80	00				
Disbursements.....	70	00	150	00		
Gill, Charles.....			156	00		
Halley, C.....1893	262	00				
“.....1894	262	00	524	00		
Haskins, Jas.....1894			12	00		
Haskins, Wm.....1894			262	00		
Hadley, Jos.....			206	00		
Haystead, John.....						
Disbursements.....			42	00		
Hoff, J. L.....	232	00				
Disbursements.....	30	00	262	00		
Hicks, G. W.....			132	00		
Higgins, Jno.....			214	00		
Herron, S.....			106	00		
Jones, C. A., disbursements.....1894			12	00		
Johnson, R. W.....			236	00		
Kissick, Robt.....			229	00		
Langevin, Jos.....			236	00		
<i>Carried forward</i> .....			14,584	58	58,247	32



APPENDIX No. 6.—*Continued.*

Name.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....			14,584	58	58,247	32
<i>FIRE RANGING.—Continued.</i>						
Long, W. E .....			212	00		
Letang, J .....	226	00				
Disbursements.....	13	80				
			239	80		
Lacroix, H .....			236	00		
Lynch, Jno., disbursements .....			186	00		
McFarlane, J. W .....			129	25		
McBride, A .....	1894	262	00			
Disbursements.....		18	74			
			280	74		
McIntyre, J. E .....			136	00		
McCreight, Jno .....	1893		250	00		
McChesney, S .....	1894		28	00		
McWilliams, W .....	1894	11	00			
Disbursements .....		13	75			
			24	75		
McMaster, W .....			234	00		
McGuey, D .....	1894	262	00			
Disbursements.....		103	60			
			365	60		
McDermott, J. L .....			184	00		
McDougall, Chas .....			202	00		
McDougall, Jno.....			220	00		
McCrea, Ed .....		222	00			
Disbursements.....		16	50			
			238	50		
McConkey, R .....			60	00		
McNabb, R .....			104	00		
McColl, A .....			246	00		
McDonell, Alex .....	1894	262	00			
Disbursements .....	1894	22	00			
" .....	1895	23	00			
			307	00		
McDermitt, P.....	1892	156	00			
" .....	1893	262	00			
			418	00		
McIntyre, W .....	1894	262	00			
Disbursements.....	1895	107	46			
			369	46		
Maves, Wm .....			234	00		
Marquette, C .....			174	00		
Manning, R .....			238	00		
Nettleton, Jas .....	1894	262	00			
Disbursements .....	1895	40	20			
			302	20		
Nevers, C.....			236	00		
Oram, Jno .....	1873	262	00			
" .....	1894	262	00			
			524	00		
Oag, Wm .....			54	00		
Prince, Adam .....	1893	262	00			
Disbursements.....	1895	24	39			
			286	39		
Potvin, Jules .....		236	00			
Disbursements.....		107	50			
			343	50		
Phillips, W. J .....		236	00			
Disbursements.....		168	00			
			404	00		
<i>Carried forward</i> .....			22,051	77	58,247	32

## APPENDIX No. 6.—Continued.

Name.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....		22,051 77	58,247 32
<i>FIRE RANGING.—Continued.</i>			
Plourd, C.: Disbursements.....		184 50	
Quirk, P.....	140 00		
Disbursements.....	3 00		
Richardson, J.....		143 00	
Ross, Antoine.....		194 00	
Rawson, C. E.....	128 00	108 00	
Disbursements.....	81 00		
Sage, Nelson.....		209 00	
Smith, W. J., disbursements.....		120 00	
Shiels, J. A.....1894	144 00	60 75	
Disbursements.....	71 63		
Scantlin, James.....	116 00	215 63	
Disbursements.....	29 50		
Stramberg, N.....		145 50	
Scantlin, J. A.....	140 00	166 00	
Disbursements.....	35 72		
Skuse, Thos.....1893	262 00	175 72	
“.....1894	262 00		
Disbursements.....1894	68 77		
Stanley, Jno.....		592 77	
Taylor, J. B.....1892		138 00	
Thivierge, X.....1893	262 00	72 00	
“.....1894	262 00		
Thompson, W.....		524 00	
Taylor, Jas. A.....	148 00	50 00	
Disbursements.....	11 00		
Wallace, W. J.: Disbursements.....		159 00	
Watters, Thos.....		287 75	
Wells, Jno. R.....		124 50	
Wells, J. W.....		214 00	
Wood, Wm.....	96 00	108 00	
Disbursements.....	85 92		
Walsh, Ed.....		181 92	
		28 00	
Less amount refunded by limit holders.....		26,253 81	
		12,080 82	
<i>Bureau of Mines, Contingencies.</i>			14,172 99
A. Blue, disbursements.....		501 15	
T. W. Gibson, disbursements.....		43 40	
A. Slaght, disbursements.....		212 82	
A. P. Coleman, disbursements.....		665 76	
Burwash, E., services.....		93 00	
W. E. Boustead, assaying.....		62 00	
A. Robillard, services.....		62 00	
D. Boyle, classifying minerals.....		28 50	
Freight on minerals.....	46 77		
Postage, express and telegraphing.....	345 26		
Printing and stationery.....	314 86		
		706 89	
<i>Carried forward</i> .....		2,375 52	72,420 31

APPENDIX No. 6.—*Concluded.*

Name.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....		2,375 52	72,420 31
<i>Bureau of Mines.—Continued.</i>			
Subscriptions and advertising .....		454 51	
Photographic supplies .....		47 40	
Sundries .....		73 70	
			2,951 13
Refunds .....			11,376 22
Colonization roads .....			116,706 59
Surveys .....			29,065 08
Board of Surveyors .....			150 00
Algonquin Park .....			4,377 21
Rondeau Park .....			3,542 59
<i>Cullers' Examinations.</i>			
Moore, D. H .....	16 00		
Disbursements .....	19 28		
		35 28	
Regan, John .....	16 00		
Disbursements .....	15 20		
		31 20	
Tait, T. B. ....	18 00		
Disbursements .....	9 00		
		27 00	
Printing and stationery .....		30 68	
			124 16
<i>Forestry, Contingencies.</i>			
T. Southworth, travelling expenses .....	109 15		
P. Thompson, services .....	212 00		
		321 15	
G. Bengough, typewriter .....		122 50	
C. Gipton, stamps .....		8 50	
Books .....	15 60		
Subscriptions .....	75 00		
Stationery .....	22 04		
Printing and binding .....	17 75		
		130 39	
<i>Contingencies.</i>			582 54
Printing and binding .....	1,312 75		
Stationery .....	1,835 54		
		3,148 29	
Postage, telegraphing and express .....		1,571 86	
Subscriptions and advertising .....		1,973 26	
Extra clerks .....		891 00	
Cab hire .....		174 85	
Sundries .....		225 76	
			7,985 02
			249,280 85

D. GEO. ROSS,  
Accountant.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1895.

## APPENDIX No. 7.

Special sums expended under the direction of the Department during the year 1895.

Name.	\$ c.	\$ c.	\$ c.
<i>Diamond Drill.</i>			
Machinery .....	141 10		
Freight and express .....	79 50		
Supplies and labour .....	1,009 92	1,230 52	
R. C. McCorquodale, services .....	83 33		
Disbursements .....	46 00	129 33	
A. Cossette, services .....	206 60		
Disbursements .....	50 90	257 50	
W. W. Roche, services .....	727 45		
Disbursements .....	34 95	762 40	
W. C. Tait, services .....	363 60		
Disbursements .....	17 00	380 60	
Advertising .....		83 50	
Refunds .....		2,843 85	
		2,087 01	756 84
<i>Special Count Test and Measurement of Logs in Lake Huron and Peterborough Districts.</i>			
Brown, John .....		326 20	
Bremner, J. L. ....		545 80	
Belding, A. W. ....		338 05	
Clegg, S. ....		374 95	
Cochrane, Geo. ....		458 78	
Garrow, E. ....		1,256 58	
Halliday, Frank. ....		572 15	
Henderson, C. ....		1,377 74	
Hurd, Edwin .....		336 00	
Johnson, J. A. ....		332 75	
Kennedy, Jno. ....		573 50	
McGown, W. ....		584 80	
McWilliams, J. B. ....		628 37	
Pike, D., Supplies .....		60 80	
Purvis, John .....		345 00	
Quinn, W. ....		394 05	
Robinson, W. ....		586 05	
Smith, J. W. ....		962 81	
Swanson, James. ....		321 90	
Weston, F. P. ....		248 50	
Tally registers .....		39 00	
Colonization pamphlets .....			10,663 78
Pigeon river slide and dam .....			2,644 79
Scarlett investigation .....			245 56
Moore Commission .....			47 25
(Expenses of the Commission refunded by the Moore Lumber Company.)			686 81
			\$15,045 03

D. GEO. ROSS,  
Accountant.AUBREY WHITE,  
Assistant Commissioner.DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1895.



## APPENDIX No. 8.

## WOODS AND FORESTS.

Statement of revenue collected during the year ending 31st December, 1895.

	\$	c.	\$	c.
Amount of Western District collections at Department .....	537,468	25		
“ “ “ Quebec.....	29,684	01		
			567,152	26
Amount of Belleville collections .....	19,261	94		
			19,261	94
Amount of Ottawa collections .....	264,052	74		
“ “ at Quebec .....	2,712	92		
			266,765	66
			853,179	8

AUBREY WHITE,  
Assistant Commissioner.

J. A. G. CROZIER,  
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,  
WOODS AND FORESTS BRANCH,  
TORONTO, 31st December, 1895.

## APPENDIX

## WOODS AND

## Statement of timber and amounts accrued from timber dues, ground

Agencies.	Area covered by timber license.	QUANTITY AND					
		Saw logs.				Room and	
		Pine.		Other.		Pine.	
		Pieces.	Ft. B. M.	Pieces.	Ft. B. M.	Pieces.	Ft. B. M.
Western Timber District...	9,753	6,923,858	532,832,685	152,712	7,291,854	80,605	15,711,393
Belleville Timber District ..	1,509	440,778	68,601,183	33,874	3,423,690	13,958	3,244,866
Ottawa Timber District ....	6,589	2,221,910	199,131,487	44,486	2,201,473	92,921	13,213,754
Total.....	17,851	9,586,546	800,565,355	231,072	12,917,017	187,484	32,170,013

## STATEMENT OF TIMBER,

Agencies.	QUANTITY AND DESCRIPTION OF TIMBER—						
	Tan-bark.	Pulp-wood.	Railway ties.	Posts.	Telegraph poles.	Pickets.	Stave and shingle bolts.
	Cords.	Cords.	Pieces.	Cords.	Pieces.	Pieces.	Cords.
Western Timber District...	437	30,386	728,490	2,133	.....	.....	1,520
Belleville Timber District ..	.....	45	23,368	1,139	593	.....	1
Ottawa Timber District ....	.....	684	156,004	868	925	75	909
Total.....	437	31,115	907,862	4,140	1,518	75	2,430

J. A. G. CROZIER,

Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS, WOODS AND FORESTS BRANCH,

TORONTO, 31st December, 1895.

No. 9.

## FORESTS.

rent and bonus during the year ending 31st December, 1895.

## DESCRIPTION OF TIMBER.

dimension timber.		Square timber.						Cedar.	Cordwood.	
Other.		White pine.		Birch, ash, hemlock, oak, spruce and elm.		Maple.			Hard.	Soft.
Pieces.	Ft. B.M.	Pieces.	Cu. Ft.	Pieces.	Cu. Ft.	Pieces.	Cu. Ft.	Lin. Ft.	Cords.	Cords.
4,198	310,094	13,428	731 081	B 37 A 40 O 7 E 15	973 1,357 177 644	}	.....	.....	11	20,029
2,609	740,885	.....	.....	B 6 A 21 H 212 S 10	167 630 4,422 207			225,068	192	199
7,611	803,082	2,861	142,223		.....	34	895	111,927	.....	1,064
14,418	1,854,061	16,289	873,304		B 43 A 61 H 212 O 7 S 10 E 15	1,140 1,987 4,422 177 207 644	34	895	336,995	203

ETC.—*Continued.*

Continued.		Interest.	Trespass.	Amounts accrued.			
Piles and head blocks.				Timber dues.	Bonus.	Ground rent.	Total.
Pieces.	Feet.						
		\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
3,036	69,354	6,599 29	5,695 12	609,933 85	107,728 88	34,963 32	764,920 46
.....	.....	214 54	726 11	82,256 08	.....	4,806 00	88,002 73
.....	.....	2,304 59	24 56	221,375 08	.....	20,307 00	244,011 23
3,036	69,354	9,118 42	6,445 79	913,565 01	107,728 88	60,076 32	1,096,934 42

AUBREY WHITE,  
Assistant Commissioner.

## APPENDIX No. 10.

RETURN of the number of locatees and of acres located ; of purchasers and of acres sold ; of lots resumed for non-performance of the settlement duties ; and of patents issued under the "Free Grants and Homesteads Act" during the year 1895.

Townships.	District or county.	Agent.	No. of persons located.	No. of acres located.	No. of purchasers.	No. of acres sold.	No. of lots resumed.	No. of patents issued.
Baxter .....	Muskoka	Wm. Kirk, Bracebridge	5	576	1	28	.....	2
Brunel .....			2	179	.....	.....	2	4
Chaffey .....			2	237	1	1	3	2
Draper .....			4	391	1	40	4	1
Franklin .....			8	1,322	.....	.....	6	4
Macaulay .....			2	210	1	60	1	2
Medora .....			4	572	1	1	4	2
Monck .....			2	300	.....	.....	3	2
Morrison .....			4	751	.....	.....	4	1
Muskoka .....			3	463	.....	.....	4	1
McLeon .....			1	142	.....	.....	2	.....
Oakley .....			11	1,629	.....	.....	11	1
Ridout .....			5	589	.....	.....	6	2
Ryde .....			4	535	1	40	1	.....
Sinclair .....			11	1,673	1	2	12	4
Sherborne .....			.....	.....	.....	.....	.....	.....
Stephenson .....			3	354	.....	.....	1	.....
Stisted .....			6	699	1	2	6	1
Watt .....			7	521	1	35	6	2
Wood .....			7	793	1	1	7	1
Cardwell .....	Parry Sound	Theresa McKay, Parry Sound.	5	637	.....	.....	4	3
Carling .....			8	976	.....	.....	5	1
Christie .....			5	719	1	73	7	1
Ferguson .....			3	385	.....	.....	1	.....
Foley .....			2	291	.....	.....	1	.....
Hagerman .....			1	100	.....	.....	1	1
Humphrey .....			1	164	.....	.....	1	.....
Monteth .....			11	1,398	1	90	11	3
McConkey .....			1	200	.....	.....	.....	1
McDonnell .....			6	700	.....	.....	4	2
McKellar .....			5	596	.....	.....	5	1
McKenzie .....			.....	.....	.....	.....	.....	1
Shawanaga .....			2	267	.....	.....	2	3
Wilson .....			.....	.....	.....	.....	.....	.....



Chapman .....	8	1,198	1	13	1
Croft .....	7	1,150	1	2	1
Ferrie .....	2	398		2	2
Gurd .....	4	700			2
Lount .....	6	774		4	3
Macfar .....	9	1,695		10	8
Mills .....	1	90		1	1
Pringle .....	1	200			1
Ryerson .....	13	1,730	2	42	7
Spence .....	9	1,081	1	1	1
Strong .....	4	484			3
S. G. Best, Maganetawan .....					
Armour .....	8	1,087	1	5	8
Bethune .....	16	2,716	5	8	8
Joly .....	14	1,495	2	2	
McMurrich .....	7	790			3
Perry .....	4	722	1	10	1
Proudfoot .....	12	1,634	1	2	4
E. Handy, Emsdale .....					
Chisholm .....	23	3,297			2
Hardy .....				6	
Hinsworth .....	14	2,211			9
Laurier .....	7	900			4
Nipissing .....	9	1,360	2	65	5
Patterson .....	1	200			2
J. S. Scarlett, Powassan .....					
Anson .....	2	150			
Glanorgan .....	2	139			
Hindon .....					
Latterworth .....	5	568			
Minden .....	4	350	1	19	1
Snowdon .....	2	246			
Stanhope .....					
Wm. Hartle, Minden .....					
Anstruther .....	2	300			1
Burleigh .....	22	2,884	5	90	
Chandos .....	1	196			
Methuen .....	13	1,778			
Peterborough .....					
Haliburton .....	9	1,166			2
Peterborough .....	6	1,028			1
do .....	7	736			2
Galway .....	9	1,535	2	109	4
Monmouth .....	1	100	1	12	2
Bangor .....					
McClure .....					1
Wicklow .....					
C. R. Stewart, Haliburton .....					
Haliburton .....	1	100			
Peterborough .....					
do .....					
Haliburton .....					
Hastings .....					
J. R. Tait, L'Amable .....					
Carlow .....	1	100			
Cashel .....					
Dunganon .....	10	1,601			2
Faraday .....	13	1,764	1	3	11
Hastings .....					
Carlow .....					
Cashel .....					
Dunganon .....					
Faraday .....					

APPENDIX No. 10.—*Concluded.*

Townships.	District or county.	Agent.	No. of persons located.	No. of acres located.	No. of pur- chasers.	No. of acres sold.	No. of lots re- sumed.	No. of patents issued.
Herschel .....	{ Hastings—Con. }	J. R. Tait, L'Amable .....	13	1,463			4	5
Limerick .....			5	514			6	
Mayo .....			8	1,402			7	4
Monteagle .....			16	1,984				3
Wollaston .....			3	301				
Abinger .....	{ Addington }	A. W. Wood, Plevna .....	3	431	1	16	1	1
Denbigh .....			1	99			1	5
Canonto, South .....								
do North .....								
Clarendon .....	{ do }	A. W. Wood, Plevna .....	1	200			4	1
Miller .....								5
Palmerston .....			2	187	1	2	6	3
do .....								3
Algona, North .....	{ do }	James Reeves, Eganville .....	1	200	1	6		2
do South .....								3
Brougham .....			7	733				3
Grattan .....			1	196			2	9
Hagarty .....	{ Renfrew }	James Reeves, Eganville .....	8	1,075	1	100	7	5
Richards .....								
Wilberforce .....			2	150			3	3
do .....								
Brudenell .....	{ do }	John Whelan, Brudenell .....	1	200				7
Griffith .....								
Lyndoch .....			1	105				2
Matawachan .....			1	99				3
Raddcliffe .....	{ Renfrew }	John Whelan, Brudenell .....	4	585			2	3
Raglan .....			5	604				6
Sebastopol .....			1	109	2	56		8
Sherwood .....			2	171				9
Alice .....	{ do }	James Stewart, Pembroke .....	5	609			3	3
Buchanan .....			4	498	1	8	2	4
Fraser .....			1	100				
Head .....								1
Maria .....	{ Renfrew }	James Stewart, Pembroke .....						
McKay .....								
Petewawa .....			9	1,165	2	24		3
Rolph .....			1	130	1	90	2	1



## APPENDIX No. 11.

## FISHERY OVERSEERS.

## UNDER THE ONTARIO FISHERIES ACT.

Name.	District.	Post office address.	Salary.
John H. Willmott .....	Muskoka District .....	Beaumaris .....	\$ c.
Francis James Moore .....	Peterborough, Victoria and Haliburton .....	Lakefield .....	50 00
Norman Clark .....	Lanark and parts of Frontenac and Addington .....	Mississippi Station .....	75 00
John T. Little .....	Part of Algoma District .....	Iron Bridge .....	50 00
Samuel E. McKewen .....	Mantoulin Island .....	Tekummah .....	50 00
Robert R. Smith .....	Part of Renfrew County .....	Beaumaris .....	50 00
William McKirdy .....	River and Lake Nepigon and tributaries .....	Nepigon .....	50 00
John Emmons .....	Rainy River District .....	Rat Portage .....	50 00
John A. Johnson .....	Parts of Parry Sound and Muskoka .....	Parry Sound .....	200 00
Justus B. Smith .....	Charleston Lake .....	Charleston .....	.....
Peter McCann .....	Thames River and waters tributary .....	London .....	50 00
S. A. Huntington .....	Lake Nipissing, etc. ....	North Bay .....	100 00
Duncan Bole .....	Algoma District .....	Sault Ste. Marie .....	100 00
Lester Sly .....	Parts of Frontenac and Leeds .....	Morton .....	50 00
George Bliton .....	do .....	Newborough .....	75 00
A. E. Sliter .....	Gananoque River and Lakes, etc .....	Morton .....	50 00
Geo. E. Siedeward .....	Stony Lake, South River and tributaries .....	Sundridge .....	50 00
Isaac Gardiner .....	Rondeau Park .....	Rondeau .....	.....
Daniel May .....	Bethune, Proudfoot and parts of other townships .....	Huntsville .....	50 00
John Armstrong .....	Lake Temiscamingue, part of, and tributaries .....	Haileybury .....	50 00
Austin Moran .....	Part of Renfrew County .....	Mount St. Patrick .....	50 00
James Whalen .....	Part of Thunder Bay District .....	Port Arthur .....	50 00
Robert S. Stapleton .....	Lake Manitou and tributary waters .....	Manitowaning .....	35 00

A. KIRKWOOD.

AUBREY WHITE,  
Assistant Commissioner.DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1895.



# APPENDIX No. 12.

Statement of the number of letters received and mailed by the Department in 1893, 1894, 1895.

Years.	Sales and Free Grants.	Accounts.	Surveys.	Woods and Forests.	Colonization Roads.	Mines.	Totals.	Names indexed.	Inclosures.	Orders-in-Council.	Returned letters.	Mailed from Department.
1893.....	6,748	839	2,464	5,480	2,084	.....	17,345	24,100	34,000	33	32	28,406
1894.....	7,523	1,030	3,003	5,455	2,215	.....	19,226	24,700	34,600	63	37	29,865
1895.....	10,872	1,277	3,862	5,783	2,263	1,653	25,700	33,638	35,700	65	32	34,184

CHARLES S. JONES,  
Registrar.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1895.

# APPENDIX No. 13.

Statement of municipal surveys for which instructions were issued during the year 1895.

No.	Name of surveyor.	No.	Date of instructions.	Description of survey.	Date when confirmed.
1	John H. Moore.....	596	January 5th, 1895.....	To survey the ends of concession lines between concessions numbers two and three in the townships of March and Torbolton where they abut on the town line and to plant durable monuments at the ends of those concession lines on said town line.....	.....
2	Speight & Van Nostrand..	597	April 18th, 1895.....	To survey the road allowance between lots numbers seventeen and eighteen so far as regards the west halves of said lots in the second concession and the east halves of said lots in the third concession west of Hurontario Street in the township of Chinguacousy and to plant permanent stone or iron monuments to mark the limits of said road allowance, and also at the front and rear angles of the west halves of said lots in the second concession and of the east halves of said lots in the third concession aforesaid where they abut on said road allowance.....	December 2nd, 1895. .....
3	Richard Coad .....	598	September 4th, 1895....	To survey road allowance between third and fourth concessions of the township of Orford from the town line between Orford and Aldborough across the several lots to number fifteen or as far west as may be necessary to complete the proper allowance for road and to define said road by permanent stone or iron monuments on each side thereof.....	.....
4	John H. Moore.....	599	September 20th, 1895..	To survey that portion of the line between the townships of March and Torbolton crossing the second concessions of said townships, and to have the road allowance along said town line across said second concessions defined by stone or iron monuments on each side thereof; also to have the ends of the concession lines between the first and second concessions and between the second and third concessions of said townships surveyed and defined by stone or iron monuments.....	.....

5	Elihu Stewart. ....	600	October 11th, 1895. ....	To survey the road allowance between the eleventh and twelfth concessions of the township of Vespra from lot number five or as near thereto as the original concession line can be clearly ascertained to lot number fifteen or as near thereto as the original concession line can be clearly ascertained and to define said concession road allowance across said lots by permanent stone monuments on either side thereof. ....
6	M. W. Hopkins. ....	601	December 3rd, 1895. ....	To survey the allowance for road between lots numbers fourteen and fifteen in the second concession of the township of North Grimsby and to mark the same by permanent stone or iron monuments, and also to plant permanent stone or iron monuments at the N. W. and S. W. angles of lot number fourteen and at the N. E. and S. E. angles of lot number fifteen in the said second concession. ....

GEO. B. KIRKPATRICK,  
Director of Surveys.

DEPARTMENT OF CROWN LANDS,  
Toronto, December 31st, 1895.

AUBREY WHITE,  
Assistant Commissioner.

# APPENDIX No. 14.

## Statement of municipal surveys confirmed during the year 1895.

No.	Name of surveyor.	No.	Date of instructions.	Description of survey.	Date when confirmed.
1	Richard Coad .....	586	July 4th, 1893 .....	To survey the road allowance between the first concession and the rear of the lots north of the Talbot Road in the township of Orford from Johnson's side road between lots numbers sixty-six and sixty-seven north of the Talbot Road easterly to the town line between Orford and Aldborough, and also of the road allowance between the third and fourth concessions of the township of Orford from the town line between Orford and Aldborough westerly to the limit between lots numbers sixteen and seventeen and to define said road allowance by permanent stone or iron monuments on each side thereof .....	August 2nd, 1895.
2	Speight & Van Nostrand.	597	April 18th, 1895 .....	To survey the road allowance between lots numbers seventeen and eighteen, so far as regards the west halves of said lots in the second concession and the east halves of said lots in the third concession west of Huron-ario Street in the township of Chinguacousy, and to plant permanent stone or iron monuments to mark the limits of said road allowance, and also at the front and rear angles of the west halves of said lots in the second concession and of the east halves of said lots in the third concession aforesaid where they abut on said road allowance.....	December 2nd, 1895.

GEO. B. KIRKPATRICK,  
Director of Surveys.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, December 31st, 1895.



# APPENDIX No. 15.

Statement of Crown Lands Surveys completed and closed during the year 1895.

No.	Date of instructions.	Name of surveyor.	Description of survey.	Amount paid. \$ c.	Number of acres
1	March 8th 1895	David Beatty	S.W. part of the township of Freeman	400 22	23,114
2	May 7th, 1895	A. H. McDougall	Township of Van Horne	1,617 98	23,114
3	May 10th, 1895	T. H. Jones	Survey of lands at Burlington Beach	211 30	47,491
4	May 22nd, 1895	A. Niven	Base and Meridian lines in Rainy River District.	4,260 00	23,117
5	May 30th, 1895	J. W. Fitzgerald	Township of Murchison	3,324 37	23,308
6	May 30th, 1895	T. B. Speight	do Wainwright	1,610 77	23,187
7	May 30th, 1895	W. R. Burke	do Dana	1,618 19	23,476
8	May 30th, 1895	W. M. Davis	do McNish	1,631 56	27,749
9	June 3rd, 1895	Elgin Stewart	Outlines of townships, etc., Thunder Bay District.	2,749 80	23,187
10	June 4th, 1895	W. F. O'Hara	Township of Pardo	1,623 09	23,476
11	June 7th, 1895	H. B. Prondfoot	do Bennett	1,627 64	27,749
12	June 7th, 1895	T. R. Deacon	do Haycock	1,643 32	23,187
13	July 3rd, 1895	David Beatty	S.E. part of the township of Freeman	1,942 43	23,476
14	September 10th, 1895	James Dickson	Inspection of surveys, 1895	1,252 54	23,187
15		E. J. Rainboth	Services in connection with Crown Timber Agency	199 50	23,476
16		R. W. Demorest	Survey of line between timber berths 68 and 69, north shore Lake Huron.	179 85	27,749
17		J. McLatchie	Survey of south boundary of limit of license 207 of 1878-9.	387 02	23,187
18		G. B. Kirkpatrick	Expenses, investigating claims at Rat Portage and Fort Frances	171 55	23,476
19		J. F. E. Johnston	Tracing of Military Reserve, Queenston	20 00	27,749
20		Copp Clark Co.	Maps	512 25	23,187
21		Map & School Supply Co.	Mounting maps	225 00	23,476
22		J. F. Whitson	Services as Draughtsman	1,200 00	27,749
23		A. Kobillard	do Clerk	666 00	23,187
				29,065 08	237,705

GEO. B. KIRKPATRICK,  
Director of Surveys.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1895.

## APPENDIX No. 16.

Statement of lands patented in unsurveyed territory in the District of Rainy River during the year 1895.

No.	No. of description.	Patentees.	Designation of land.	Acres.	Amount.	Date of patent.
1	405	C. T. Morley	K200, K204, K205 on Reef Point, K201 on Lichen island, all in Rainy lake	153	\$ 306 00	4th January, 1895.
2	406	D. L. Kelly, A. Loughheed, D. Mosher, R. Mosher, R. Mosher, G. Calder	AL117, east of Bad Vermilion lake	33	66 00	11th "
3	407	James McCoy	673P, north of Seine river and between Shoal and Wild Potato lakes	48	96 00	11th "
4	408	Patrick W. McCoy	671P, north of Seine river and east of Shoal lake	40	80 00	11th "
5	409	T. J. Sheridan, C. L. Sheridan, L. H. Austin.	K272, on Seine river, north of 56 mile on Niven's base line	88	176 00	12th "
6	410	D. L. Kelly, D. Mosher, Rufus Mosher, Robt. Mosher, G. Calder	AL110, AL111, AL112, east of Bad Vermilion lake	120	240 00	14th "
7	411	Thos. H. Davidson	D120, east of D117, north of Winnipeg river	38	38 00	28th "
8	412	F. S. Wiley, F. N. Gibbs	272X, or Chappie island, Swell bay, Rainy lake	10	20 00	29th "
9	413	T. J. Sheridan, C. L. Sheridan, L. H. Austin	WM6, on north side Wild Potato lake	48	96 00	29th "
10	414	M. McManus, J. Kehl, F. W. Kehl, W. Deary	K271, Seine river near Sturgeon Falls	44	88 00	29th "
11	415	T. J. Sheridan, C. L. Sheridan, L. H. Austin	WM4, on Wild Potato lake	73	146 00	30th "
12	416	F. B. McManus	WM5, on north side Wild Potato lake	59	118 00	30th "
13	417	Oliver Daumas	283P, on south side Treaty island	66	165 00	1st February, 1895.
14	418	Jacob Smith	D119, north of Winnipeg river	62	62 00	7th "
15	419	T. R. Deacon	Lot 5, con. I, township of Jafray	78	78 00	7th "
16	420	Thos. Morrison, W. W. Birdsall	AL101, between Shoal lake and Bad Vermilion lake	40	80 00	9th "
17	421	W. W. Birdsall, Robt. Wiegand	AL102, between Shoal lake and Bad Vermilion lake	40	80 00	9th "
18	422	Donald Morrison	Island 226P, Bigstone bay, Lake of the Woods	4	20 00	6th March, 1895
19	423	Jacob Smith	D104, on north side Winnipeg river	52	52 00	15th February, 1895
20	424	Harry Walton	D123, on Winnipeg river	20	20 00	16th "
21	425	A. Bartley, J. Knauff, R. Wilson	K223, between Bad Vermilion and Shoal lakes	40	80 00	4th March, 1895
22	426	D. L. Kelly, D. Mosher, R. Mosher, G. Calder	K249, between Bad Vermilion and Shoal lakes	40	80 00	4th "
23	427	Chas. Keechley	K253, K254, east of Seine river and north of Niven's 55th mile post, s. base line	107	214 00	5th "
24	428	Philibert L'Heureux	Island K105, west of the extreme west point of Hay island	2	20 00	11th "
25	429	Philibert L'Heureux	D125, north of and adjoining N. Wangle of the municipality of Rat Portage	78	78 00	11th "
26	430	W. Phair, A. Baker	K206, on west side of Rocky Islet bay, township of Watten	45	90 00	11th "
27	431	W. Phair, A. Baker	K209, north of 68th mile on Niven's south base line	40	80 00	11th "
28	432	W. Phair, A. Baker	K214, south of 97th mile on Niven's base line, now in Watten	40	80 00	11th "
29	433	S. S. Scovil	640P, adjoining x30 and east of Pipestone point	37	74 00	21st "
30	434	W. F. Randall	Lot 7, in concession I, township of Jafray	80	80 00	4th April, 1895.
31	435	Thos. McDonald	Lot 11, concession IV, township of Jafray	12	12 00	4th "
32	436	W. A. Allan	Island 268, Shoal lake, Seine river	3	20 00	4th "

33	437	O. Dannaïs, H. D. Gorham	210P, east of Witch bay, Lake of the Woods	76	152 00	5th	"
34	438	O. Dannaïs, H. D. Gorham	212P, Rat lake east of Yellow Girl point, Lake of the Woods	61	122 00	6th	"
35	439	O. Dannaïs, H. D. Gorham	209P, on Hollow lake, east of Epistone point, Lake of the Woods	82	161 00	5th	"
36	440	O. Dannaïs, H. D. Gorham	AL34, AL35, between Bleak and Seine bays, Rainy lake	263	536 00	16th	"
37	441	J. K. Brydon, Jas. Robinson	Water lot in front of s. w. part lot 2, and n. part lot 3, block No. 1, west of Main s, Rat Portage	12	20 00	16th	"
38	442	J. H. Henesy, P. Proulx	Island M5, in Whitefish bay, Lake of the Woods	40	24 00	26th	"
39	443	C. K. Hudson, F. B. McManus	635P, east of Bad Vermilion lake	40	80 00	26th	"
40	444	C. K. Hudson, F. B. McManus	KL37, west of AD2, and south of east end of Bad Vermilion lake	40	80 00	21st March, 1895.	"
41	445	Jacob Hose, F. W. Camuff	Islands 639P, 640P, 646P, 647P, 648P, 649P, 650P, 651P, 652P, 653P, 654P, s. w. of Treaty island	9 <sup>13</sup>	70 00	21st	"
42	446	Jacob Hose, F. W. Camuff	638P, on Channel island, s. w. of Treaty island, Lake of the Woods	182	182 00	22nd	"
43	447	W. A. Allan	K256, south shore Shoal lake	162	324 00	15th May, 1895.	"
44	448	C. Markell	AL109, north of Shoal lake	40	80 00	7th	"
45	449	E. O. Holmstrom	D142, on point between Thompson's island and Poplar bay, Lake of the Woods	43	43 00	13th	"
46	450	A. Carmichael	K5, on west side of Rat Portage bay, Lake of the Woods	194	194 00	13th	"
47	451	A. McQuarrie	Island 213E, north west of Treaty island, Lake of the Woods	1	5 00	13th	"
48	452	J. H. Ogilvie	J027, being three islands in Shoal lake, seine river	10	20 00	15th	"
49	453	W. C. McAdam, L. M. Franklin, B. Hartman	Island K242, Little Grassy lake, s. e. of 601P, Seine bay	3	20 00	15th	"
50	454	D. P. McNeill, W. Water, H. Legendre, C. Kraft, J. Brennan, W. H. Whiteside, J. McKenzie, W. N. Adams	HP127, north of Wild Potato lake	80	160 00	23rd	"
51	455	W. A. Dafter	AL145, AL146, south side Little Turtle river and north of 72nd mile Niven's s. base line	110	220 00	27th	"
52	456	R. H. Williams	D130, north side Winnipeg river	75	75 00	29th	"
53	457	J. R. Bunn, S. S. Scovil	D147, D148, north of Heldriver bay, Shoal lake	86	172 00	29th	"
54	458	P. Carrière	373P, north side Durlington bay, Winnipeg river	7	7 00	3rd June, 1895.	"
55	459	Isaac W. Housse	Island D75, west of Bare point, Lake of the Woods	1 <sup>13</sup> <sub>10</sub>	10 00	3rd	"
56	460	W. F. Ireland	Island D71, two miles south of Devil's gap, Lake of the Woods	2 <sup>10</sup> <sub>10</sub>	15 00	3rd	"
57	461	O. Grondin	D146, on Wolf island	77	77 00	5th	"
58	462	R. E. Preston	Island HP64, easterly end Macaulay's lake, Seine river	11	22 00	5th	"
59	463	John R. Bunn, S. S. Scovil	Island D149, Bag bay, Shoal lake, west of Lake of the Woods	15	30 00	5th	"
60	464	Louis Trado	Islands K285, K286, in Swell bay, Rainy lake	33	66 00	6th	"
61	465	T. L. Sheridan, L. H. Austin, E. F. Hubbard, M. M. Marion	HP36, south shore Bad Vermilion lake	37	74 00	12th	"
62	466	H. Neep, G. Morgan, P. Fricker	Island H135, at s. w. end Scott's island, Seine bay, Rainy lake	11	22 00	22nd	"
63	467	William Watson	Islands E and K, Red Gut bay, Rainy lake, now Halkirk	4	40 00	22nd	"
64	468	T. A. Gorham	Water lot in front of 294P, Treaty island, Lake of the Woods	2 <sup>1</sup> <sub>2</sub>	6 00	25th	"
65	469	John H. Ogilvie	Islands J016, J018, J026, in Seine bay, Rainy lake	15	48 00	2nd July, 1895.	"
66	470	W. Sweet, F. H. Sweet, N. C. Griffin, W. H. Nelson, F. D. Orr, S. T. Power, J. P. Weber	Lot 4, in north range of concession II, township of Watten	63	157 00	2nd	"
67	471	B. H. Evans	J03, on Scott's island, Seine bay, Rainy lake	67	134 00	3rd	"
68	472	L. Setterington	D122, on north side Winnipeg river	50	50 00	3rd	"
69	473	J. L. McPhail, M. McPhail	Water lot in front of N. 25 ft. of lot 27, west side Main st., Rat Portage	105	210 00	9th	"
70	474	L. Rossman, J. P. Rossman, J. A. Morse	J041, on Bad Vermilion lake	105	210 00	10th	"
71	475	A. Carmichael	D25P, west side Rat Portage bay and north of Indian Reserve 36A	194	194 00	12th	"
72	476	J. R. Bunn, S. S. Scovil	D153, north shore Shoal lake and west of Lake of the Woods	89	178 00	22nd	"
73	477	O. Dannaïs	Island M12, Farnigan bay, Lake of the Woods	20	20 00	9th August, 1895.	"



APPENDIX No. 16.—*Concluded.*

No.	No. of description.	Patentees.	Designation of land.	Acres.	Amount.	Date of patent.
					\$ c.	
74	478	R. C. Ray, J. F. Reilly, Thos. McDonald.	S. E. part lot 4, con. III. n. part lot 7, con. II, north range, Halkirk	89	222 00	9th August, 1895.
75	479	M. M. Sellars .....	McA4, Winnipeg river, Keewatin .....	22	22 00	9th " "
76	480	F. W. Canniff .....	Island D165, south of Channel island, Lake of the Woods .....	2	10 00	10th " "
77	481	A. C. Bates .....	HP56, HP57, HP58, north of and adjoining Indian Reserve 23B, Seine river .....	184	368 00	10th " "
78	482	Harry Walton .....	D124, Winnipeg river, adjoining north limit of municipality Rat Portage	50	50 00	10th " "
79	483	Mountstuart Elphinstone .....	188r, Shoal lake, west of Lake of the Woods .....	95	190 00	16th " "
80	484	N. Hugbee, V. Quackenbush, G. F. Morgan, G. W. Johnson, T. F. O'Flaherty, P. McGuire .....				
81	485	William Dawson, jr .....	K278, south side of east end Bad Vermilion lake .....	49	98 00	4th October, 1895.
82	486	William Madden .....	HP278, HP279, south of 55 mile post, Niven's south base line .....	78	156 00	4th " "
83	487	Jas. McKenzie .....	K115, south of and adjoining O. P. Railway, Keewatin .....	28	70 00	5th " "
84	488	John Galt, trustee for creditors of G. D. Stinson and M. A. Stinson .....	Island D164, n. of Indian Reserve 38A, and west of Channel island, Lake of the Woods .....	28	28 00	5th " "
85	489	William Phair .....	613p, 614p, Sand Point island, Rainy lake .....	227	454 00	4th " "
86	490	Henry C. Wilkinson .....	HP222, Lower Manitou lake .....	53	106 00	7th " "
87	491	Oliver Daunais .....	566r, 567p, Whitefish bay, Lake of the Woods .....	77½	155 00	5th " "
88	492	W. A. Allan .....	M13, M14, Island in Ptarmigan bay, Lake of the Woods .....	36	72 00	5th " "
89	493	Walter Lang .....	K231, north of Shoal lake, Seine river .....	40	80 00	5th " "
90	494	R. James Parrott .....	Bush island, Rat Portage bay, Lake of the Woods .....	5	25 00	11th " "
91	495	Thomas Burke .....	274r, south of Mink bay, Keewatin .....	39	39 00	11th " "
92	496	N. Fox, H. C. Ash, M. J. Reid, D. Thomson, W. Langslow, A. M. Swingle, F. Knittel, R. R. Forward .....	S. w. part lot 5, con. VII, Jaffray .....	40	40 00	10th " "
93	497	A. Loughneed, Robt. Swanson .....	HP145, south of 71st mile post, Niven's south base line .....	40	80 00	11th " "
94	498	H. A. Wiley, P. Messiah .....	AL138, north of Shoal lake, Seine river .....	38	76 00	11th " "
95	499	P. A. Smith, F. B. McManus .....	313x, 314x, north of Lynxhead Falls, Seine river .....	29	320 00	22nd " "
96	500	A. Baker .....	WM8, River Seine, north of 5½ mile Niven's south base line .....	160	58 00	21st " "
97	501	W. Blunt, C. Fortier, T. J. Sheridan, L. H. Austin, C. L. Sheridan .....	Islands 583p, 584p, Rainy river, ¾ mile below Fort Frances .....	1,100	10 00	21st " "
98	502	G. A. Kobold .....	668r, north of Shoal lake .....	42½	85 00	22nd " "
99	503	James C. Baxter, J. E. Geley .....	Islands D166, D167, south of Channel islands, Lake of the Woods .....	1,180	10 00	24th " "
100	504	C. T. Morley .....	193e, east of Witch bay, Lake of the Woods .....	33	66 00	24th " "
101	505	Thomas McDonald .....	Lot 18, south range, con. I, Watten .....	78	195 00	15th November, 1895
102	505½	P. Manion, J. E. Mathé, G. T. Ware .....	D168, on Wolf island, s. w. of Point Aylmer, Lake of the Woods .....	38	38 00	14th " "
103	506	E. D. Murray, A. Darrow .....	Island R552, Eagle lake .....	¾	20 00	24th October, 1895.
			HP297, Pipestone lake, n. of n. w., bay of Rainy lake .....	73	145 00	14th November, 1895



104	507	S. W. Ray .....	AL95, AL94, AL96, AL97, AL99, AL100, north of Shoal lake, Seine river .....	243	486 00	6th November, 1895.
105	508	Corporation of the municipality of Rat Portage .....	Island D72, south of Devil's gap, Lake of the Woods .....	199	18 00	" 23rd
106	509	James Brownlee .....	Island 645r, at west end of Treaty Island, Lake of the Woods .....	24	11 00	12th December, 1895
107	510	A. E. Edmison .....	Island 571r, south of south end of Treaty island, Lake of the Woods.	3	15 00	" 11th
108	511	J. W. Coldenough, F. T. Follinger, G. Girard, J. M. Savage .....	HP220, HP262, south of s. w. end Upper Manitou lake .....	114	228 00	" 10th
109	512	William Brinkman .....	N <sup>3</sup> , lot 7 in con. VIII, township of Jaffray .....	121	121 00	" 12th
110	513	Henry Burton .....	Residue of 85r, at west end Rat Portage bay .....	105	210 00	" 18th
				6,466 $\frac{52}{100}$	11,425 00	

AUBREY WHITE,  
Assistant Commissioner.

GEO. B. KIRKPATRICK, Director of Surveys.  
DEPARTMENT OF CROWN LANDS,  
TORONTO, December 31st, 1895.

# APPENDIX No. 17.

Statement of mining lands leased under the provisions of the Mines Act, 1892, in the unsurveyed territory of the Districts of Rainy River and Nipissing, during the year 1895. First year's rental being \$1 per acre.

No.	No. of lease.	Names of lessees.	Description of land.	Area.	Date of lease.
1	340	B. F. Turnbull.	J O10, island in Seine bay, Rainy lake	33 <sup>45</sup> / <sub>100</sub>	11th January, 1895.
2	341	H. L. Griso, D. Morrah and Wapana-quaypinace	J O6, north of 66M post on Niven's south base line		"
3	342	B. Doyle, J. A. McCarthy	HP31, HP32, HP33, south of Grassy lake, Seine river	40	"
4	343	S. S. Smith	167T, on Bad Vermilion lake	286	16th "
5	344	C. B. Morrison, G. W. Johnson	661P, east of Seine river and north of 55 mile on Niven's base line	116	"
6	345	F. S. Wiley, F. N. Gibbs	K207, K208, on Goose island, Rainy lake	77	22nd "
7	346	F. S. Wiley, F. N. Gibbs	638P, 634P, on little lake between Seine bay and Bad Vermilion lake	110	24th "
8	347	F. S. Wiley, F. N. Gibbs	270X, or Dude island, 271X, or Mortm island, Swell bay, Rainy lake	66	"
9	348	A. McKay	J O28, J O29, adjoining Indian Reserve, 23B2 on the east	91	25th "
10	349	W. G. LaRue	599P, south side, Seine bay and Seine river	80	29th "
11	350	James F. Foley	600P, "	144	"
12	351	Joseph C. Foley	"	330	7th February,
13	352	Clinton Markell	"	324	"
14	353	F. W. Sullivan	"	220	"
15	354	S. C. Gilman, C. W. Hoyt, E. C. Hall	603P, 604P, "	462	"
16	355	F. S. Wiley, F. N. Gibbs	621P, north side Sand Point island, Rainy lake	26	"
17	356	Ed. Randolph, Elizabeth Randolph,	273X, on Swell bay, Rainy lake	57	"
18	357	Neil Berge	AL13, AL14, AL15, AL16, south of E. end Bad Vermilion lake	160	4th March,
19	358	F. Blanchard, W. Jarvis, G. Lloyd, A. W. Campbell, E. B. Corey, P. J. O'Donnell	J O8, north of 67 mile post on Niven's south base line	40	5th "
20	359	F. Proudfoot and J. F. Reilly	690P, east of Bad Vermilion lake and S. of Niven's 75 mile post.	40	"
21	360	A. Lunn and D. J. Gillon	D128, west shore of Lake of the Woods and south of Indian Reserve 31B.	45	"
22	361	H. Norman and A. Benson	K217, north shore Bad Vermilion lake	40	9th "
23	362	B. C. Howland, J. Pratt and R. B. Perry	D114, south of Rossland station	37	"
24	363	V. Quackenbush and D. J. Gillon	Islands J O1 and J O2, Seine bay, Rainy lake	36	21st "
25	364	Edward C. Hall	K262, adjoining K231, and north of Shoal lake	40	"
26	365	J. F. Torrance, G. Durnford and W. Strachan	629P, north of Grassy portage and west of Redgut bay	40	4th April,
27	366	G. H. Ogilvie, B. C. Howland, R. Perry, D. C. Taylor	D129, on Beacon island, south of Yellow Girl point, Lake of the Woods	137	27th March,
28	367	M. G. La Gest, C. B. Morrison	J O4, J O5, on north side of an island at mouth of Seine bay	70	3rd April,
	368		K247, N. E. end of Bad Vermilion lake	40	4th "

29	373	M. G. Ia Gest, C. B. Morrison	K247A, N. E. end of Bad Vermilion lake	20	"
30	374	Thos. S. McClure	K275, east side Island bay, Bad Vermilion lake	16th	"
31	376	Thos. S. McClure	AL135, south of Island bay, Bad Vermilion lake	"	"
32	377	C. P. McClure	AL136, south of Island bay, Bad Vermilion lake	26th	"
33	379	H. L. Eschweiler and W. F. Goodhue	Lot 23 in Con. IV. Jaffray	"	"
34	380	H. L. Eschweiler and W. F. Goodhue	556P, south of C. P. E. and west of Hilly lake	27th	"
35	381	W. H. Kiltin and C. A. Ingraham	K257, on south side of Seine river	29th	"
36	383	D. M. Blackwood and D. R. Curtin	JO36, north shore Shoal lake	"	"
37	384	P. McGuire and Joseph Collins	HP92, north of Indian Reserve, 23B, north of Seine river	16th May,	"
38	385	Jas. H. Southall, S. S. Smith, F. D. Fowler	AL181, on Bad Vermilion lake	13th	"
39	386	W. Neal, F. W. Coates	656P, east of Bad Vermilion lake	"	"
40	387	H. S. Phillips, D. F. M. Hyde, G. S. Coon	HP69, on Little Turtle river, and north of 74th mile Niven's base line	"	"
41	388	H. C. Wilkinson	M3, M4, Whitefish bay, Lake of the Woods	80	"
42	389	D. A. Melrose	K274, on a point in Bad Vermilion lake	131	"
43	390	T. L. McIntosh, C. A. Lange, A. Nelson, B. C. Howland	JO50, JO54, north of Indian Reserve, 23B Seine river	52	"
44	391	R. Farrell, W. M. McLeod, R. Dows well, B. Levarnet	Lots 25, 26, 27, in con. A, township of Watton	121	"
45	392	L. H. Austin, L. Willink, C. L. Sheridan, T. J. Sheridan	725P, north of 56 mile post, Niven's S. base line, and north of Seine river	41	"
46	393	D. Mosher, T. J. Sheridan, L. Willink, C. L. Sheridan	774P, north of Shoal lake	143	"
47	394	L. H. Austin, L. Willink, C. L. Sheridan, T. J. Sheridan	722P, on Seine river, and S. of 58 mile post Niven's S. base line	272	"
48	395	L. H. Austin, L. Willink, C. L. Sheridan, T. J. Sheridan	724P, on Seine river, north of 57 mile post Niven's S. base line	95	"
49	396	L. H. Austin, L. Willink, C. L. Sheridan, C. Paypombahsash, T. J. Sheridan	723P, north of Seine river and north of 58th mile Niven's S. base line	184	"
50	397	H. E. Stanbury, John H. Ogilvie	JO34, on S side of island at mouth of Seine bay	160	"
51	398	F. W. Coates, Wm. Neal	K263, east of Bad Vermilion lake	45	"
52	399	G. Girard	HP116, north of Shoal lake	40	"
53	400	A. Bartley, R. J. Wilson, J. Knauff	K222, north of Shoal lake, Seine river	66	"
54	401	A. Bartley, R. J. Wilson, John Knauff	K224, north of Shoal lake, Seine river	40	"
55	402	M. Lewes, D. McKay, J. H. Ogilvie, G. Webster	JO45, west of and adjoining Indian Reserve, 23E2 Seine river	40	"
56	403	W. E. Seelye, D. H. Rice	HP85, south of Bad Vermilion lake	89	"
57	404	W. Strachan, G. Durnford, J. F. Torrance	503P, 503PA, 503PB, east of Cliff island, Lake of the Woods	40	"
58	405	T. L. Rawn, D. J. Lynch, A. Mills	AL148, north of Shoal lake, Seine river	437 3/4	"
59	406	W. E. Seelye, J. C. Gilman, D. H. Rice	HP54, south of west end of Bad Vermilion lake	86	"
60	407	J. C. Foley	732P, adjoining on the north the 55th mile post, Niven's S. base line	40	"
61	408	J. C. Foley	736P, 737P, north of 53rd mile post, Niven's S. base line	70	"
62	409	Henry Dietrich	HP115, north of 73rd mile post, Niven's S. base line	160	"
63	410	W. W. Birdsell, R. Swanson	AL98, north of Shoal lake, Seine river	80	"
64	411	D. F. M. Hyde	734P, on north side of 55 mile post, Niven's S. base line	40	"
65	412	H. A. Wilson, C. Gillon	K624, east of Bad Vermilion lake	28	"
66	413	A. Lunn, D. Morrah, D. L. Kelly	AL131, east of Bad Vermilion lake	70	"

APPENDIX No. 17.—Continued.

No.	No. of lease.	Names of less. es.	Description of land.	Area	Date of lease.
67	414	John Berg, M. H. McCrehin, C. O'Keefe, P. J. Roche, P. M. Corrigan	North part lot 15, N. range of con. II., also part of lot 8, con. III., south of Redgut bay, Halkirk.	48	31st May, 1895.
68	415	P. Quackenbush, M. Higbee	K293, north of 70 mile post on Niven's S. base line	40	"
69	416	P. C. Donovan	K245, east end of Bad Vermilion lake	44	"
70	417	M. T. Hickerson, M. Sanders, Ole Fanskee	HP96, on Bad Vermilion lake	96	"
71	418	P. C. Donovan	K246, at east end Bad Vermilion lake	40	"
72	419	H. S. Phillips	K244, at east end Bad Vermilion lake	43	"
73	420	L. Willink, C. L. Sheridan, T. J. Sheridan	769p, north of east side of Shoal lake	160	"
74	421	Edward C. Hall	619p, on Sand Point island, Rainy lake	30	"
75	422	H. Steele, E. T. Archibald	704p, on southerly side of southwest end of Bad Vermilion lake	175	6th "
76	423	D. R. Curtin	HP120, HP121, north of 62 mile post, Niven's S. base line	121	"
77	424	D. McGregor, Jas. Sanders	HP100, north of Bad Vermilion lake	40	"
78	425	B. E. Wells, A. W. Dutton, C. C. Pringle, E. McIntosh, John E. Everett	715p, north of and adjoining 58th mile post on Niven's S. base line	160	"
79	426	H. Steele, W. Campbell, J. Mosher, A. Robertson	656p, north of Shoal lake, Seine river	170	"
80	427	W. Blunt, T. J. Sheridan, C. L. Sheridan, D. Mosher, D. S. Kelly	703p, north of Shoal lake	160	"
81	428	W. Douglas	D144, on Bear bay, east of Yellow Girl point.	84	"
82	429	W. Douglas	D145, on Bear bay, east of Yellow Girl point.	67	"
83	430	C. W. Aust, Jabez Williams, R. C. Ogilvie	J09, north of 67th mile post, Niven's S. base line	70	"
84	431	G. Webster, J. H. Ogilvie, M. Lewis, D. McKay	J024, at southwest end of island at mouth of Seine bay	45	"
85	432	T. J. Sheridan, L. Willink, C. L. Sheridan	771p, north of Shoal lake, Seine river	74	"
86	433	T. J. Stinson, G. H. Smith	Parts of 695p, 711p, east of Bad Vermilion lake, not covered by 167r.	88	"
87	434	H. M. Bradley, J. L. Robinson	AL155, south of southwest end of Bad Vermilion lake	66	"
88	436	John S. Whiting, E. F. Kendall	359p, on Hell Diver bay, Shoal lake and west of Lake of the Woods	48	"
89	437	D. L. Kelly	702p, north of Shoal lake, Seine river	71	"
90	438	G. W. Glass	AL150, north of east end Little Turtle lake	45	"
91	439	B. Doyle, John A. McCarthy	K233, south of Shoal lake, Seine river	40	"



92	440	J. E. Everett, F. Corey, J. King, O. Belmont	75 <sup>th</sup> , N. W. of N. W. angle of Indian Reserve, 23 <sup>rd</sup> 2 Seine river	80	"	"
93	441	William Watson	South part lot 11, north range, con. II., Halkirk	40	"	"
94	442	H. Steele, W. Campbell, J. Mosher, A. Robertson	680 <sup>th</sup> , north of 70 mile post, Niven's S. base line	80	"	"
95	443	D. McIntosh Blackwood, D. J. Gillon	North part lot 16, north range, con. II., Halkirk	37	25 <sup>th</sup>	"
96	444	H. Norman, A. Benson	S. west part lot 14, con. IV., Jaffray	40	"	"
97	445	W. D. Ferguson	D155, Bear bay, E. of Yellow Girl point, Lake of the Woods	46	28 <sup>th</sup>	"
98	446	W. D. Ferguson	D153, D154, Bear bay, E. of Yellow Girl point, Lake of the Woods	100	"	"
99	448	D. McGregor, Wm. Crawford, G. F. Hubert	HP184, north of and adjoining 80 <sup>th</sup> mile post, Niven's S. base line	47	3 <sup>rd</sup> July,	"
100	448	W. Bernard, F. Tremblay	HP147, north of and adjoining 72 <sup>nd</sup> mile post, Niven's S. base line	60	"	"
101	449	A. Lunn, Jas. Dunne	HP59, South of Little Turtle lake	40	"	"
102	450	V. Quackenbush, F. McGuire, T. O'Brien	HP133, south of Grassy lake, Seine river	43	"	"
103	451	DeForest M. Hyde	HP150, south of west arm, Bad Vermilion lake	86	4 <sup>th</sup>	"
104	452	T. J. Stinson, G. S. Coon, Def. M. Hyde	SL S2, north of 53 mile post, on Niven's S. base line	114 <sup>1</sup> / <sub>2</sub>	"	"
105	453	W. H. Fisher, A. Ausman	HP17, west of Niven's 5 <sup>th</sup> meridian line and north of Seine river	80	9 <sup>th</sup>	"
106	456	W. S. Proudfoot, J. F. Reilly, F. Proudfoot	D157, on Outer bay, Lake of the Woods	47	19 <sup>th</sup>	"
107	457	W. S. Proudfoot, J. F. Reilly, F. Proudfoot	D156, on Cochrane island, Monument bay, Lake of the Woods	46	10 <sup>th</sup>	"
108	458	W. A. Dafter	HP211, north and south of the 72 <sup>nd</sup> mile post on Niven's S. base line	106	24 <sup>th</sup>	"
109	459	H. C. McNaughton, E. D. Gay	HP157, HP158, on S. side Seine river, E. of Sturgeon Falls	132	26 <sup>th</sup>	"
110	460	W. A. Dafter	HP200, south of Little Turtle river	38	24 <sup>th</sup>	"
111	461	H. L. Cruso, D. Morrah, A. O. Butler	HP61, south of 66 <sup>th</sup> mile post Niven's S. base line	80	23 <sup>th</sup>	"
112	463	Peter Connolly, P. LePage, D. R. Cur- tin	HP181, HP182, N. of 79 <sup>th</sup> mile on Niven's south base line	120	24 <sup>th</sup>	"
113	464	D. E. Sprague	301 <sup>st</sup> , 302 <sup>nd</sup> , Long lake, east of Pine Portage bay Lake of the Woods	140	12 <sup>th</sup> August,	"
114	465	S. S. Smith, J. H. Southall, W. E. Stone	HP144, south of Little Turtle lake	45	"	"
115	466	S. S. Smith, J. H. Southall, W. E. Stone	HP139, north side of east end of Little Turtle lake	40	"	"
116	467	S. S. Smith, J. H. Southall, W. E. Stone	HP141, south side of Little Turtle lake	44	14 <sup>th</sup>	"
117	468	S. S. Smith, J. H. Southall, W. E. Stone	HP138, north of Little Turtle river	43	"	"
118	470	H. S. Davis, M. N. Worth, D. D. Murray, J. E. Drouillard	AL175, Bad Vermilion creek west of Shoal lake	50	"	"
119	471	A. Benson, H. Norman	S. E. part lot 13, in con. VI., Jaffray	40	"	"
120	472	M. Black, C. H. Graves	HP235, HP236, on Niven's 5 <sup>th</sup> meridian line W. side of 3 <sup>rd</sup> mile	80	"	"
121	473	C. H. Graves	HP192, north of 76 <sup>th</sup> mile, Niven's S. base line and north Bad Vermilion lake	40	"	"
122	474	C. H. Graves	HP231, north of 56 <sup>th</sup> mile, Niven's S. base line	41	15 <sup>th</sup>	"
123	475	C. H. Graves	HP178, HP179, east of 3 <sup>rd</sup> mile, Niven's 5 <sup>th</sup> meridian line	80	"	"
124	476	Edward Doyle, A. Darrow	HP297, Pipestone lake, north of N. W. bay of Rainy lake	73	"	"
125	479	G. Webster, W. Neal, A. Lunn, W. Fleming	JO37, Shoal lake, Seine river	136	1 <sup>st</sup> October,	"
126	480	D. C. Curlin, D. M. Blackwood	HP106, HP107, HP108, Shoal lake, Seine river	284	"	"
127	481	Theo. Freytag	HP249, south side Bad Vermilion lake	93	"	"

No.	No. of lease.	Names of lessees.	Description of land.	Area.	Date of lease.
128	482	L. Larson	237E, south side Little Turtle lake, north of Bad Vermilion lake	43	1st October, 1895.
129	483	J. C. Hobbs	S13, north of Little Turtle river	40	"
130	484	W. S. Vanzant, W. W. Lamb, J. Mueller, M. Schmidt	701P, east of Little Grassy lake near mouth of Seine river	40	3rd "
131	487	C. H. Graves	HP271, north of Seine river and east of Sturgeon Falls	40	11th "
132	488	O. Daunais	MXI, Hell Diver bay, Shoal lake, west of Lake of the Woods	97	10th "
133	489	G. Moulton, T. Prendible, P. T. Brownell	K256, on west side Seine river above Sturgeon Falls	53	2nd "
134	490	G. Moulton, T. Prendible, P. T. Brownell	K255, on west side Seine river above Sturgeon Falls	50	"
135	491	C. H. Graves	AL178, AL179, S. side of Grassy lake, Seine river	129	10th "
136	492	C. W. Aust	HP44, Bad Vermilion lake	45	5th "
137	493	J. J. McAniff, J. G. Naughton, S. A. Staybaugh	AL144, north of Shoal lake	80	23rd "
138	494	A. A. Wilson, H. Williams, A. Bloom, J. L. Lusk	K361, south of Little Turtle lake and north of 79th mile on Niven's south base line	80	"
139	495	A. M. Hay	McA22, east of Spike point, Shoal lake, west of Lake of the Woods	48	"
140	496	W. A. Dafer	HP79, Little Turtle river	40	"
141	498	A. M. Hay	K76, parts of 190P, 191P, 192P, 194P, 195P, near Pipestone point, Lake of the Woods	444	26th November,
142	499	S. D. Nettleton, G. S. Gartley, H. W. Phelps, J. S. Chamberlain	S26, on 3rd portage, Manitou route, north of Upper Manitou lake	40	23rd "
143	500	John Rodi, L. Nielsen, A. J. Nielsen	256E, south of Little Turtle Lake and north of 77th mile post, Niven's S. base line	40	"
144	501	C. Johnson, N. Gousten, C. O. Crostne	Lot 10, N. range, con. II., Halkirk	40	15th "
145	502	John Rodi	238E, south side of west end Little Turtle lake	96	"
146	503	James Gilbert	K373, east of 3rd mile on Niven's 5th meridian line	60	18th "
147	504	S. D. Nettleton, D. D. Adams, H. W. Phelps, J. H. Chamberlain	S27, on 3rd portage, Manitou route, north of Upper Manitou lake	40	"
148	505	J. Berg, A. Franson, E. Franson, J. Franson, G. Asplund	HP258, on a point on S. shore Upper Manitou lake and islands HP259, HP260, adjoining	40	"
149	506	M. H. McCrehin, A. M. Waggy	Part of lot 9 in con. III., Halkirk, adjoining Red Gut bay	131	20th "
				35	22nd "

150	507	Isabella Seager, J. E. Everett.	700r, south of Seine river and north of 54th mile, Niven s S. base line.	40	"
151	508	F. A. Griswold, John Norton	HP363, south of south-west end of Upper Manitou lake	40	3rd December,
152	509	George E. Weston	AL149, south side of Little Turtle lake.	71	2nd "
153	510	H. C. Wilkinson	D177, south-east of Paddle point, Whitefish bay, Lake of the Woods	45	16th "
154	511	W. G. Motley, H. C. Wilkinson	D174, Whitefish bay, Lake of the Woods	39	" "
155	512	G. A. Elliott, C. A. Moore	263r, north of C. P. R. and now in the township of Jaffray	160	5th "
156	513	Hy. Dietrich and A. Rohrer	HP230, west side Calm lake, Seine River	188	17th "
157	514	J. H. Henesy	D181, D182, Ash Rapids, Lake of the Woods.	85	" "
158	516	Thomas Walsh	709p, north of Wild Pota'ro lake	40	26th "
				13,846 $\frac{70}{100}$	

AUBREY WHITE,  
Assistant Commissioner.

GEORGE B. KIRKPATRICK,  
Director of Surveys.

DEPARTMENT OF CROWN LANDS,  
TORONTO, December 31st, 1895.

## APPENDIX No. 18.

Statement of lands patented in unsurveyed territory in the Districts of Nipissing, Algoma and Thunder Bay during the year 1895.

No.	Number of description.	Patentee.	Designation of land.	Acres.	Amount.	Date of patent.
1	47,829 C.L.S.	St. Anthony Lumber Co.	Block of land between lot 5 in concession IV, and the western boundary of township, also north halves of lots 8 and 9 in concession IV, Airy	500	\$ c.	250 00 4th January, 1895.
2	47,866 C.L.S.	James Playfair	North Grant Island, south of township of Bright	$7\frac{3}{4}$		37 00 27th February, 1895.
3	47,867 C.L.S.	Sault Ste. Marie Bridge Co.	Land covered by water between St. Mary's Island and River St. Mary	$\frac{3}{4}$		35 50 2nd March, 1895.
4	3,030 M.	C. S. Hanes, W. R. Rodd, R. Wigle, R. Fader	Mining location A on Blind River, north shore Lake Huron, in lieu of patent No. 18			13th March, 1895.
5	3,032 M.	James Hammond	Mining locations W 217 and W 220 on River Mattawin	949	1,898 00	13th April, 1895.
6	48,095 C.L.S.	L. O. Armstrong	East Davy Island and Lasher Island opposite Desbarat location, Lake Huron	$1\frac{6}{10}$		10 00 4th October, 1895.
7	3,047 M.	P. McKellar.	Mining location R 563, north of Jackfish Bay, Lake Superior	160	400 00	24th October, 1895.
8	3,049 M.	James Hammond & C. C. Abbott	Mining location R 559, north shore of Round Lake, east boundary of township of Moss	253	506 00	14th November, 1895.
9	3,050 M.	"	Mining location R 558, adjoining 502, west end of Lake Shebandowan	158	316 00	14th November, 1895.
10	3,051 M.	"	Mining location R 560, R 561, R 564, north side Kawawagamog River	269	538 00	12th November, 1895.
11	3,052 M.	"	Mining location R 557, southwest of Shebandowan Lake and on north-west shore of Watershed Lake	40	80 00	11th November, 1895.
12	48,151 C.L.S.	S. O. Peace	Location 316 X, near Linkoping Station, C. P. R.	39	39 00	6th December, 1895.
13	3,055	E. Mitchell	Walker Island, High Island, House Island, Poole Island, Portlock Harbor, Lake Huron	35	87 00	11th December, 1895.
14	3,056	H. T. Lamport, Wm. McCabe	WD77, Wolf Lake, north of Matagamising Lake	45	90 00	
				2,457 $\frac{3.5}{100}$	4,288 50	

GEO. B. KIRKPATRICK,  
Director of Surveys.AUBREY WHITE,  
Assistant Commissioner.DEPARTMENT OF CROWN LANDS,  
TORONTO, December 31st, 1895.



## APPENDIX No. 19.

STATEMENT of Patents, etc., issued by the Patents Branch during the year 1895 :

	Number.
Crown Lands .....	339
School " .....	73
Mining " .....	27
Public " (late clergy reserves).....	26
Free Grant Lands, (A. A) .....	33
" " (under Act of 1880) .....	233
Rainy River " (mining, etc.) .....	110
Mining Leases .....	177
Licenses of Occupation .....	8
Rondeau Harbor Leases.....	5
Total.....	1,031

JOHN M. GRANT,  
Chief Clerk.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1895.

## SURVEYORS' REPORTS.

*(Appendix No. 20.)*

## SOUTH-EAST PART OF THE TOWNSHIP OF FREEMAN

DISTRICT OF MUSKOKA.

PARRY SOUND, ONTARIO,

December 16th, 1895.

SIR,—I have the honor to report that I have completed the survey of part of the township of Freeman under your instructions dated July 3rd, 1895 :

I commenced the survey at the south-east angle of the township, where I planted an iron post, marked with a cold chisel, "Medora" on the east side, "Gibson" on the south-west side, and "Freeman" on north-west side as directed. I brushed out the south boundary, which I chained and posted westward, also brushed out and chained the east boundary northward. I first observed Polaris at eastern elongation for meridian on the sixth of August ten hours twenty-eight minutes P. M. on the south boundary at the line between lots 15 and 16, Azimuth, one degree forty-six minutes fifteen seconds. I then ran said line north twenty degrees fifty-one minutes forty seconds west to concession line IV. and V., where I again observed Polaris on August 10th at ten hours twelve minutes P. M., and ran concession line IV. and V. north sixty-nine degrees eight minutes forty seconds east, and observed Polaris on August 21st at nine hours twenty-nine minutes p.m., having surveyed concession line II. and III. and side lines 5 and 6, and 10 and 11, and continued my work northward to the north boundary under repeated observations of Polaris. At north-east angle of township I planted an iron post marked with the names of the four townships. From this post I ran the north boundary to side line 15 and 16. Concessions VIII. and IX. were also surveyed as far west as this side line, the concessions I. to VII. were surveyed westward to line thirty-five and thirty-six, which I had run last winter. The township is well timbered with pine and hardwood from the east boundary westward to lot twenty-five on concession line IV. and V. south side of Moon River, where the timber has been destroyed by fire several years ago. All that part of the township surveyed on the north side of Moon River is green bush.

The township is drained by Moon River, which enters from the south on lot 14 and runs north-westerly, crossing concession line VI and VII. on lots 27 and 28, and thence in the same direction to its outlet into the Georgian Bay.

There is a fairly good waggon road made and used by the lumber company now operating in the township, starting from Foot's bay, on Lake Joseph in the township of Medora, entering Freeman in concession V. and running westward as far as lot 27, where it crosses concession line VI. and VII., passing the lumber company's several shanties on its route.

There are about seven thousand acres in the south-eastern part of the township that will compare favorably with other portions of the district for agricultural purposes, the rest of the township is rolling and rocky, but well timbered with pine of good quality excepting that portion which has been burnt over.

I have the honour to be, Sir,

Your obedient servant,

(Sgd.) DAVID BEATTY,  
Ontario Land Surveyor.

The Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

*(Appendix No. 21.)*

## SOUTH-WEST PART OF THE TOWNSHIP OF FREEMAN.

## DISTRICT OF MUSKOKA.

PARRY SOUND, ONTARIO,

June 14th, 1895.

SIR,—I have the honor to report that I have completed the survey of part of the township of Freeman as directed by your instructions dated March 8th, 1895 :

On the 19th of March, after receiving your instructions I drove down on the ice from Parry Sound to John King's place below Moose Point where I stayed all night, and sent my hired team back to the Sound the next morning, and moved in to the east end of Tadenac Lake, taking my supplies on handsleighs, and camped within a few chains of the south-east corner of my work, and observed Polaris the same night for meridian, and commenced work by running the centre line between lots 35 and 36, north 20 degrees, 51 minutes, 40 seconds west. After running said line for two days I then chained my south boundary or north boundary of township of Gibson, westward to the Georgian Bay. I was directed by your instructions to repost said line on the south or Gibson side, but after chaining and posting for a mile and a half, I found one of the Gibson posts, and found that my chaining was not agreeing with the old chaining. I decided not to post the Gibson side any farther, but planted centre posts and corresponding ones on the north side through to the Georgian Bay. I carried on my work to completion, observing Polaris frequently for the astronomic bearing of my lines.

The greater part of the country which I surveyed has been burnt over, and is little or no use for agricultural purposes ; the only portion of my survey that has not been burnt over is about fifteen hundred acres lying north of Tadenac Lake, which is fairly well timbered with pine and hemlock ; that portion lying north of the deep bay and in concession V. and VI., and west of side road 40 and 41, has considerable good pine scattered throughout, but the country is rocky and valueless for agricultural purposes.

I have the honor to be Sir,

Your obedient servant,

(Sgd.) DAVID BEATTY,

Ontario Land Surveyor.

The Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

*(Appendix No. 22.)*

## TOWNSHIP OF McNISH.

## DISTRICT OF NIPISSING.

WOODSTOCK, ONTARIO,

November 1st, 1895.

SIR,—I have the honor to report as follows, respecting the survey of the township of McNish in the district of Nipissing, under instructions from your department, dated 30th May, 1895 :

I proceeded to the work with a party of thirteen men, from Sturgeon Falls, *via* Sturgeon River, on the 14th August and reached the south boundary of the township on the evening of the 16th August.

Work was carried on continuously till the completion of the survey at the south-west corner of the township on the 18th September.

At the south-east angle of the township, I found an old balsam post in stone mound, marked concession VI. on south side and lot I. on west side. At the north-west corner of this post, I planted a  $1\frac{1}{4}$  inch gas-pipe post with McNish cut with a cold chisel on the side facing the township.

At the south-west angle of the township, I found a red pine post marked 33 on the south-west side, 34 on the north-west side, 25 on the south-east side, and 26 on the north-east side; also a poplar post marked lot 12 on the east side, concession VI. on the south and concession I. on the north. I planted a  $1\frac{1}{4}$  inch gas-pipe post with "McNish" cut with a cold chisel on the side facing the township.

At the north-east angle of the township, I found an old pitch pine post marked 18 on south-east side; and 26 on south-west side; I planted on the south-west side of this post a  $1\frac{1}{4}$  inch gas-pipe post having McNish cut with a cold chisel on the side facing the township.

At the north-west angle of the township, I found a pine post marked on the south-west side 34, Kelly, lot I., concession VI. on the south-east side concession VI. and XXVI.; on the south-east side of this post I planted a  $1\frac{1}{4}$  inch gas-pipe post having "McNish" cut with a cold chisel on the side facing the township.

The whole surface of the township is very rugged, many of the hills being 300 feet in height and usually having at least one side nearly perpendicular.

In the numerous beautiful lakes, black bass and pike are abundant, and game of many kinds is everywhere plentiful.

The Sturgeon river, which runs through the centre of the township, though three days' journey from its mouth, is still a large river, averaging about a chain and a half in width and of a varying depth of three or four to fifteen or twenty feet, with moderately swift current.

The timber is principally balsam, birch, pine, tamarac, spruce and poplar; there is no white pine worth mentioning. The spruce which is suitable for pulp wood, is nowhere found in large quantities, but is scattered pretty evenly over the whole township.

No economic minerals were met with during the progress of the work.

The variation of the compass is  $6^{\circ} 45'$  west, and excepting occasional temporary alterations due to local causes, remained at this throughout the whole survey.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.) WM. MAHLON DAVIS,  
Ontario Land Surveyor.

The Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 23.)

## TOWNSHIP OF PARDO.

DISTRICT OF NIPISSING.

CHATHAM, ONTARIO,

November 22nd, 1895.

SIR,—I have the honor to submit the following general report of the survey entrusted to me this season:

In accordance with instructions received from your Department, dated the 4th day of June, 1895, I left Chatham on August 6th, to survey the township of Pardo, in the District of Nipissing.



I arrived at Sturgeon Falls on the evening of the same day, and spent the following day in providing myself with outfit and provisions, and engaging my party.

On August the 8th I left Sturgeon Falls for the scene of my field operations.

My route was up the Sturgeon River, whose angry waters greatly impeded my progress.

I passed Sandy Falls, two rapids, and Smoky Falls, where I found the necessity of making portages. The rest of my canoe route was also accomplished with considerable difficulty, owing to the rapidity of the current.

I landed about 100 yards above the point where the south boundary of the township of Dana crosses the Sturgeon River, whence I proceeded to the south-east corner of the township of Pardo. At this corner I found the tamarac post referred to in my instructions, in a stone mound, and marked, "McWilliams, concession VI, lot 12," on the south-east face alongside of which there stood an iron post, marked "Dana" on the south-west face. I marked "Pardo, concession I, lot 1," on the north-west face of the tamarac post aforesaid. At this point, according to my instructions, I commenced my survey, planting the lot posts along the south boundary, or the north boundary of the township of Dana. I ran the side lines and concession lines, respectively north and west, astronomically.

The east and west boundaries bear a little to the east, they having been run between posts, which were already planted for the township corners. I ran the east boundary, commencing at the aforesaid south-east corner of the township or the north-west corner of the township of McWilliams, otherwise the north-east corner of the township of Dana, at the tamarac and iron posts above described, northerly, to a pitch pine post in a stone mound, marked "18" on the south-west face, and "10" on the south-east face, planted on a base exploration line of 1881. Alongside this post, and on the south-west face, I planted for the north-east corner of the township of Pardo an iron post  $1\frac{1}{2}$  inches in diameter, and 3 feet long, made of gas pipe, welded to a point at the bottom, and closed with a cap screwed on the top, marked "Con. VI" on the south side, "Pardo" on the south west side, and "Lot 1" on the west side. The west boundary is identical with the east boundary of the township of McNish, which is run from posts described as follows:—A tamarac post in a stone mound, marked "Dana, con. VI., 12," on the south-east face, "Pardo, con. I., 12" on the north-east face, and an iron post marked, "McNish, con. I, lot 1," on the north-west face. Commencing at the above described posts, and running northerly to a pitch-pine post in a stone mound planted on the aforesaid base exploration line of 1881, and marked, "18 Pardo 12, con. VI," on the south-east face "28," and an iron post, marked "McNish" on the south-west face. The base exploration line referred to is the north boundary of the township of Pardo, besides being a standard parallel of latitude, and a base line for other townships.

The township of Pardo has suffered greatly from forest fires, but there yet remains a belt of valuable timber extending from the south-west corner to the north-east corner, and consisting of white and red or Norway pine, spruce, balsam, tamarac, cedar, white birch, maple and poplar, all of which I found in very nearly equal quantities. I also occasionally met with black oak, black ash, red birch, and wild cherry. The valuable timber can, I think, be marketed without great difficulty, owing to the proximity of the Sturgeon River down which it might be floated to the place of manufacture or export. This timbered portion of the township is all of more or less value for agricultural purposes, consisting of drift and sandy loam in places. The many marshes and shallow ponds being easily drained, leaving a very rich alluvial soil. There are several small tracts, which will in all probability be under cultivation at no distant day. The north-west and south-east portions of the township consists of brule burned at different periods; the former probably 75 to 100 years ago, judging from the size of the second growth timber, which consists chiefly of white birch and poplar. The latter section, I learned from one of my party (whose father remembers some of the fires), was burned in 1859. The second growth trees are very small, but there is evidence of the prior existence of a valuable forest. The township is divided into three geological formations. The south-easterly portion be-

longs to the Laurentian ; the centre belt, or the well timbered portion, extending from the south-west corner to the north east corner, to the Huronian and Cambrian, and the north-west portion to the Laurentian and Huronian. I met with a great many small lakes and ponds, ranging from one-eighth or one-tenth of an acre to two hundred acres. Most of these have been formed by the damming of small streams—the work of beavers, which seem to be, or have been, in very large numbers. I found some of them dammed at places which favored the work throughout their entire length, forming chains of ponds, connected only by small brooks of insignificant depth and width, and fed only by the drainage from the hills. Some of the lakes in the township contain magnificent fish ; black, green and rock bass, pickerel and pike.

Game is plentiful ; ruffed grouse and Canada grouse, or spruce partridge, being in abundance ; moose red deer, bear, beaver, martin, porcupine, wolves, and wild-cats, are also plentiful, as indicated by their tracks recently made.

On lot 12 in the 3rd concession of the township I discovered a stream with a rapid current, eighteen inches deep and thirty feet wide, of very clear cold water, slightly impregnated with mineral, the chemical compound of which I did not recognize. This stream has its source apparently within the limits of lot 12 in the 3rd concession, and evidently issues from springs wholly within that lot. One of these sources I discovered to be a reservoir or deep basin in the ground, twenty feet in diameter, and over thirty feet deep. This stream flows southerly, then south-westerly, and finds its way into the Sturgeon river.

I may add that lot 12 in the 2nd and 3rd concessions are the best portions of the township for agricultural purposes, as they consist of a fertile clay soil, and are in the timbered part of the township.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.) W. F. O'HARA,

Ontario Land Surveyor.

The Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 24)

## TOWNSHIP OF MURCHISON.

DISTRICT OF NIPISSING.

PETERBOROUGH, ONTARIO,  
December 19th, 1895.

SIR,—I have the honor to submit herewith the field notes and plan of survey of the township of Murchison, in the Nipissing District, performed under your instructions, dated May 30th, 1895.

Murchison lies south of Algonquin Park and the township of Clancey.

The Ottawa, Arnprior and Parry Sound Railway runs through its south part, and, at the time of survey, afforded passenger accommodation as far west as the village of Whitney, in the adjoining township of Airy.

The railway seems to have been substantially built, well ironed and on easy grades, taken as a whole.

It will serve immensely to open and develop the agricultural, mineral and timber resources of the country between Renfrew and Parry Sound on the Georgian Bay, besides giving employment and a market to the settlers, while at the same time being about the shortest link that could be chosen to connect the great lakes and the west and north-west with the Atlantic seaboard at Portland, Boston and New York, it will, during navigation, be one of the chief highways in the continent.

In its general aspect the township is similar to those surrounding it, which have already been reported upon.

The surface is mostly uneven and broken by granite or gneiss ridges, more or less rounded, with valleys of marsh and swamp land interspersed between.

Some of the latter, when cleared and opened, make good land, and this is also true of many of the lower slopes and side hills, which, however, are found to be more or less stony.

The township, at various times, has been overrun by fire, and at present is for the greater part, denuded of its original woods, in the place of which there is generally a dense growth of white birch, poplar, cherry, alder and willows.

There are, however, several tracts of fine pine and hardwood still remaining, especially in the north-east quarter of the township.

There are already eight settlers (some of them having families) in the township, most of whom have large clearings, well cultivated farms and good homes, with outbuildings, etc.

The settlers, some of them, are of old standing, having taken up land before the township was surveyed, the clearings were made at random, and, as a consequence, are very mixed, some of them occupying part of two or three lots, while in other places two or more are found to be settled on the one lot, thus showing the desirability of having the surveys made in advance of settlement.

The Madawaska River, a rapid, rough stream, averaging about two chains in width and three feet in depth, enters the township in lot 3, concession III., and after a rather meandering course leaves the township at lot 1, concession I. It is like its tributary streams, well stocked with speckled trout and other small fish. The banks of the river are gradual, and composed of stone and boulders, with stretches of sand beach intervening.

Moose and deer are, under the present efficient administration of the Provincial game laws, rapidly increasing in the district, as are also beaver, otter and other fur-bearing animals.

The mineral resources of this section are as yet but little known, but I have no doubt that after special exploration and examination they will be found capable of profitable development.

The township, on the whole, will afford homes for many industrious settlers, and I am of opinion that thirty to thirty-five per cent. of the land area may be considered fairly suitable for settlement, while a good proportion of the remainder, including beaver meadows and marsh, will supply good pasturage.

Hoping this report and accompanying returns will be found satisfactory,

I have the honor to be, Sir,

Your obedient servant,

(Sgd.)

J. W. FITZGERALD,

Ontario Land Surveyor.

The Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.



(Appendix No. 25.)

## TOWNSHIP OF DANA.

DISTRICT OF NIPISSING.

INGERSOLL, ONTARIO.

August 26th, 1895.

SIR,—I have the honor to report the completion of the survey of the township of Dana, in the district of Nipissing, performed under your instructions of the 30th day of May, 1895.

I proceeded *en route* to Sturgeon Falls, where I procured men, canoes and supplies, and from there, with fourteen of a party, up the Sturgeon River, to where my south boundary crosses this river.

I commenced my survey as instructed at the south-east angle of the township, being the north-east angle of the township of Crerar, where pine and balsam posts, also an iron tube, were found.

I planted a cedar post alongside the iron tube and other posts, placing it in a stone mound, and the post is so placed that the lines connecting the cardinal points will pass through the angles. The post I planted for the south-easterly angle of my township is marked on north-west side "Dana, concession 1, lot 1."

I planted an iron tube in stone mound, as instructed, at the north-easterly angle of my township. The posts at the corner of this township are fully described in the field notes.

The south, east and west boundaries of this township were already run, the south seemingly some years ago, and the east and west in 1894.

The south boundary was grown up again with much undergrowth. I re-opened this line in order to chain it. I also re-chained the east and west boundaries.

I made an accurate micrometric survey of all the waters within the boundaries of my township.

Regarding the general character of the township it may be described as follows, but fuller particulars will be found in the field notes.

The township, on the whole, is rather rocky, hilly and uneven, with numerous swamps and beaver meadows.

The soil is mostly shallow sandy loam, with black loam or muck in and around the swamps.

The hills vary in height from about twenty feet to 100 feet, and are in many cases steep and rocky, while in others gradual stony inclines.

The water supply is good. The Sturgeon River runs into the township about the middle of concession 11 on the west boundary, and following a south-easterly course crosses the south boundary on lot 7, concession 1, where it leaves the township.

In the north-westerly portion are two lakes, partly in the township, of considerable size, and also a few small lakes, mostly connected by creeks.

There are two creeks of moderate size, one entering the township from the east, crossing the eastern boundary about the upper part of concession V., and joining another creek in concession IV., lot 5, which enters the township on the north boundary on lot 5, concession VI., and following in the southerly direction crosses the south boundary on lot 7, concession 1.

The north-easterly half of the township has been overrun by fire at one time, while the remaining portion is uninjured. In the unburnt section the pine timber is good, and the other timber is mixed, consisting of spruce, tamarac, balsam, birch, poplar, and in places some maple and cedar are to be seen.



In the burnt portion the second growth is chiefly pitch pine, spruce, birch, poplar, tamarac and balsam.

Many standing green pine are to be seen throughout the burnt section.

No economic minerals were found during the progress of the survey.

The township of Pardo was not surveyed when running my north boundary, so I am unable to give the jogs that the meridians of that township would make with the meridians of my township.

There are no squatters, nor are there any Indians settled in the township. The lines are all well cut out and blazed and good posts are put in.

Cedar was scarce, but wherever it was obtainable a cedar post was made, and in every case where necessary a stone mound has been placed around the posts.

I have the honor to be, Sir,  
Your obedient servant,

(Sgd.)

W. R. BURKE,  
Ontario Land Surveyor.

The Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 26.)

## TOWNSHIP OUTLINES.

### DISTRICT OF THUNDER BAY.

COLLINGWOOD ONTARIO.

November 18th 1895.

SIR,—I have the honor to submit the following report on the survey of township outlines along the line of the Canadian Pacific Railway in the district of Thunder Bay during the past summer under instructions from your Department dated the 3rd of June and the 13th of July 1895.

The work is a continuation of that begun in 1891, and which has since been carried on, and consists in a traverse of the railway track as a basis from which the townships adjacent thereto were located.

In addition to the traverse and the location of township boundaries, portions of the latter were run, generally to their nearest corners.

I commenced my survey this year where I closed it last season viz., at an iron plug driven down at station 759 of last year's work, which is made station O for this season's work and is a short distance east of Rossport railway station.

From the above point I carried the traverse on continuously up to the north-east corner of the station building at Neepigon.

This last point is situated in the township of Neepigon previously surveyed, and I connected my traverse with the east boundary of this township by tying to a post at the south-east angle of lot 14, in concession I. and making the west boundary of my township 92 identical with this boundary. This made township 92—567.46 chains wide from east to west instead of the ordinary width of 480 chains.

As will be seen by the plan and field notes, in addition to running certain boundary lines, I connected my traverse with a number of mining locations adjacent to the railway and also with the Indian Reserve at Pay's Plat and with Hudson Bay property at Rossport.

This portion of the work is shown on sheet No. 1 of my returns of survey for this year.

I then moved my outfit to Finmark station, about thirty-three miles west of Fort William and produced the west boundary of the township of Conmee north to intersect a traverse along the C.P.R. which I had started at Finmark station.

The intermediate territory between here and Neepigon being previously surveyed, it was not necessary to make the work continuous.

The above named intersection is the point where the south-east angle of township No. 1 would be located were it not that the Dawson road lots, previously surveyed, cut off that portion of the township; and from this point my reckonings start, for determining the length and width of the series of townships as afterwards laid out.

Owing to a clerical error in placing a decimal point, and which was not discovered in time, township No. 1 is 483.42 chains wide from east to west instead of 480 chains, all the townships west of this range to the end of the work, are each six miles square, excepting township No. 15 which closes on the line between the districts of Thunder Bay and Rainy River and is 516.76 chains from east to west.

I closed my season's work by driving down to the level of the ballast, an iron bar at the intersection of my traverse with this district line and planting posts of both wood and iron at each side of the railway right of way, marked as shown in the field notes. This point of intersection was in the centre of the railway track and was found by measurement to be only one chain and twenty-nine links south of the 61-mile post on said district line.

Posts made of iron gas pipe 1 5-16 in. diameter, plugged and pointed were planted alongside of wooden posts at all township corners to which I ran, as well as at the intersections of the township boundaries with the railway right of way. Both the iron and wooden posts were marked with the numbers of the township on their respective sides, the former with a cold chisel, and in most cases stones were piled around the posts and bearing trees taken wherever available.

In addition to the posts above mentioned, flatted mile posts made of wood were planted on the portion of the township boundaries run. They are numbered from the south side of their respective townships, except in the broken townships fronting on Lake Superior, where they are numbered from the north.

That portion of the work between Finmark station and the said district line, is shown on sheets Nos. 2 and 3 in my returns of survey.

That portion of the country embraced in sheet No. 1 and extending from Rossport to Neepigon, is of a rough and rocky nature, the rock being basaltic in character and belonging to the Neepigon formation. In many places the mountains are precipitous but between them there are flats or level stretches of country of fair soil, presenting a more inviting appearance than the country lying farther east. This condition becomes more apparent as we proceed farther west, and in the neighborhood of Neepigon and around the north and west shores of Black Bay a considerable extent of good land is met with.

The timber has been largely destroyed by fire. What remains, consists of spruce, balsam, tamarac, poplar, birch and jack pine.

Wild animals, probably owing to the country having been overrun by fire, seem scarce, but fish of the finest quality are plentiful, and perhaps in no other part of America can brook trout of the size and quality and in the same abundance be found as in the Neepigon river and other streams in that district.

The country between Finmark station and English River which is shown on sheets 2 and 3, differs very much in character, from that north of Lake Superior.

About Finmark and for several miles west the country is hilly, but not mountainous, and as we approach the Savanne River it becomes quite level and in many cases swampy and this continues to the end of the work at English River.

I may say that in carrying out this work, in addition to locating on the ground the boundaries of a series of townships in regular order, extending from the older surveys of what may for distinction be called eastern Ontario to the close of this season's work at the eastern boundary of the Rainy River District, every railway station and siding all bridges, culverts and gravel-pits and all mile boards have been noted and their exact position can now be located, on the plans accompanying the returns.

Also all mining locations or other grants of land, adjacent to or near the railway have been connected with the line of traverse.

As this is through a hitherto unsurveyed district, its utility will be apparent not only as locating definitely the position of several villages along the line and numerous grants of land for mining and other purposes that have been patented but also in preventing confusion in the future, which always arises when surveys are made without having any definite points known to the Department, with which these surveys can be connected.

I have the honor to be, Sir,  
Your obedient servant,

(Sgd.)

E. STEWART.  
Ontario Land Surveyor.

The Honorable A. S. Hardy,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 27.)

## TOWNSHIP OF WAINWRIGHT.

DISTRICT OF RAINY RIVER.

TORONTO, ONTARIO.

October, 1st, 1895.

SIR,—I have the honor to submit the following report on the survey of the township of Wainwright, in the district of Rainy River, as sub-divided by me during the present season under instructions from your Department bearing date the 30th day of May, 1895.

Upon my arrival I found that the south boundary of this township had already been run by Ontario Land Surveyor Macdougall to form the north boundary of the township of Van Horne which was recently sub-divided by him. This boundary I re-chained according to instructions commencing at the 72nd mile post planted by O. L. S. Niven, and marking the south-west angle of the township of Wainwright and planted posts to mark the fronts of the lots in concession I.

Arriving at the south-east angle of this township, defined by a pitch pine post and iron bar each marked "Van Horne, concession VI., lot 1." I added the marks "Wainwright, concession I., lot I.," and taking an astronomical observation, I ran from thence due north to the north-east angle where I planted a pitch pine post, eight inches square, marked "Wainwright, concession VI., lot I.," also an iron bar similarly marked. From the points thus established I ran the several side lines and concession lines due north and west, respectively, dividing the township into seventy-two lots of 320 acres each or thereabouts, as instructed. Posts of the best obtainable timber were planted at all the front angles of lots and all lines were well opened out and blazed.



The surface throughout is gently rolling with occasional knolls and small hills, in a few instances capped with rock and boulders.

These exceptions occur chiefly in lots 1, 2, 3, 10 and 11 in concessions II. and III., and lots 1 and 2 in concessions 5 and 6.

The soil is mainly composed of clay and clay loam of excellent quality.

Wabigoon River, a fine stream about two chains in width, with an average depth of six feet, enters the township on lot 6, in concession I., and flowing in a devious course for about thirteen miles of its length, in a general north-westerly direction, crosses the west boundary on lot 12, concession V. This stream contains good water, slightly colored from clay banks about ten feet high on either side, the current being from two to three miles an hour, but broken by rapids in crossing concessions II. and III. Where these rapids occur the banks are rocky.

On lot 7, concession 2, there are two excellent mill sites of considerable power, the first having a natural fall of about ten feet and the second situate about half a mile farther north, has a fall of between sixteen and twenty feet.

Another important stream known as Gull River, flows southerly and westerly across lots 5 to 12 (inclusive) in concession VI. This stream is about fifty links in width and four feet in depth, with a somewhat sluggish current flowing between clay banks about ten feet in height.

The remainder of the township is well drained and watered by numerous small creeks and springs, in addition to which there are three lakes of small area situate upon lots 10 and 11, concession I., lots three and 4, concession II., and lot 12, concession III., respectively.

Fully seventy-five per cent. of the whole township is well adapted for agricultural purposes and the greater part being covered only by open *brulé* the necessary clearing would be easily accomplished.

Patches of open prairie of considerable extent also occur in many places, thus further reducing the usual labors of the future pioneers in preparing farms for cultivation.

Owing to the comparatively level character of the surface of the land and the absence of heavy timber, the roads in the township would generally be easily constructed. The Canadian Pacific Railway crosses the south-west corner of lot 12, in concession I., making the township very easy of access, and the proximity of the pioneer dairy farm, which is located only about a mile south from the south boundary, adds another desirable feature to the township.

With the exception of a few small patches of the original forest which have escaped the fires which at different times during the past twenty-five years have overrun this district, the township may be said to possess no merchantable timber whatever, and in many parts there is scarcely sufficient timber for the usual requirements of the settler. Second growth poplar, jack or pitch pine, spruce and tamarac, comprise the timber now remaining; that in the north-west quarter of the township being somewhat larger than the timber in the other portions. No indications of minerals of any value were met with.

Game of the larger varieties was scarce; but rabbits, partridges and prairie chickens were abundant.

No settlers have as yet located within the limits of the township.

Accompanying this report is a general plan, timber plan and field notes of the entire survey.

I have the honor to be, Sir,  
Your obedient servant,

(Sgd.)

T. B. SPEIGHT,

Ontario Land Surveyor.

The Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.



*(Appendix No. 28.)*

## TOWNSHIP OF VAN HORNE.

DISTRICT OF RAINY RIVER.

PORT ARTHUR, ONTARIO,  
September 11th, 1895.

SIR,—I have the honor to report that in conformity with your instructions for the survey of the township of Van Horne, dated May 7th, 1895, I have completed the survey plans and field notes.

I commenced work as instructed, at the seventy-second mile post on O. L. S. Niven's, sixth meridian, and ran east astronomically six miles, planting posts at every eighty chains. At the north-east angle thus determined, a pine post was planted, marked on west side lot 1, on south side Van Horne; an iron post similarly marked was planted alongside the wooden one. I then ran the east boundary south to Lake Wabigoon; all the concession lines were run east from the mile posts on the sixth meridian, and the lot lines eighty chains apart north and south astronomically.

The township is in general rolling, with very few hills of over 100 feet high; frequent fires have overrun so that all the timber of value has been destroyed, except two small patches of spruce and tamarac in the south-west quarter, leaving parts of the township completely bare, but the larger portion is covered by a thick growth of small poplar, jack pine and birch.

The soil consists of a fine white or grey clay, with areas of sandy loam. This clay and loam is mostly in the northern and central parts and occupy about one-third of the township. They will, I think, make valuable farms, easy to make ready for the plough, as the ground is almost completely clear of timber. The balance of the township consists chiefly of rolling hills of rock with swamps intervening.

The township is well watered, several large bays of Lake Wabigoon reach well into the centre and the River Wabigoon runs north through the fourth, fifth and sixth concessions, besides there are several small streams of good water. On the River Wabigoon, near the crossing of the Canadian Pacific Railway, on lot 4, concession V., there is an excellent mill site with a fall of about fifteen feet. This is less than a quarter of a mile south from the Pioneer Farm, on lot 4, concession V.

I have the honor to be, Sir,  
Your obedient servant,

(Sgd.) A. H. MACDOUGALL,  
Ontario Land Surveyor.

The Honorable A. S. Hardy,  
Commissioner of Crown Lands,  
Toronto.

*(Appendix No. 29.)*

## TOWNSHIP OF HAYCOCK.

DISTRICT OF RAINY RIVER.

RAT PORTAGE, ONTARIO,  
October 18th, 1895.

SIR,—I have the honor to report that I have completed the survey of the township of Haycock, in the District of Rainy River, according to instructions dated June 7th, 1895.

This township is bounded on the west by the township of Jaffray and by a number of mining locations, while on the other three sides it is bounded by the unsurveyed lands of the Crown.

The survey was commenced from the south-east angle of lot number 16 in the sixth concession of Jaffray, where I observed Polaris at eastern elongation on July 16th, and from here a line was run due east six miles and from this point a line was run at right angles due north and south three miles each way for the east boundary. Using these two lines as base lines, I proceeded to lay out the lots, making the whole regular lots 320 acres, but owing to the numerous lakes and streams there are very few whole lots in the township.

Iron and wooden posts were planted at south-east angle of the township. The wooden post marked on north-west face "lot 1, con. I., Haycock." The iron post is a solid bar one inch square, three and one-half feet long, marked "Haycock" on the face towards the township. Similar posts were planted at north-east angle of township, the wooden one marked on south-west face "Haycock, lot 1, con. VI." and the iron one "Haycock." The iron post at north-west angle of township is marked "Jaffray" and "Haycock" on the respective sides. Similar iron posts and wood ones are planted on east limit of location 224 P for south boundary, and on the shore of Black Sturgeon Lake for north boundary.

All wooden posts on the boundary are marked "Haycock."

There are twenty-two lakes within or bordering on the township, besides a number of ponds that can hardly be dignified with the name of lakes. In all these lakes and ponds, even the smallest of them, fish of various kinds abound. Game is comparatively plentiful throughout the township; moose and caribou being quite numerous at the time the survey was made, while there were indications of bear in many places, and one family of beaver was discovered not far from the line of the Canadian Pacific Railway, which runs through the township.

The greater part of the township is covered with jack pine, poplar and spruce bush. There is practically no red or white pine fit for lumber, and as the fires of 1894 passed over a great portion of the township, much of the bush is rapidly dying. About four square miles of the south-easterly portion is nearly denuded of trees by the fires. During the construction of the Canadian Pacific Railway most of the timber suitable for ties or bridge timber was used in the construction of this road. Towards the north, near Black Sturgeon Lake, there is some good poplar of considerable size and some fairly good land, but while there are small areas here and there suitable for cultivation or for hay lands, the township is not well adapted for agriculture, but the indications are favorable towards it being a good mining region. Within the locations towards the southwest quarter there are many good veins of gold-bearing quartz, some of which are at present being worked, and other parts of the township are being prospected since the field work was completed.

The land is, for the most part, rolling and broken, the formation of the southern part being slate and hornblende schist, and the northern and eastern parts granite.

I have prepared a plan of the township, as per instructions, which I enclose herewith together with the field notes and account for survey duly sworn to.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.)

THOS. R. DEACON,

Ontario Land Surveyor.

The Honorable A. S. Hardy,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 30.)

## TOWNSHIP OF BENNETT.

### DISTRICT OF RAINY RIVER.

#### SEINE RIVER,

September 16th, 1895.

SIR,—I have the honor to submit the following report of the survey of the township of Bennett, Rainy River District made under instructions from your Department dated 7th June, 1895.

The township of Bennett is situated on the Seine River, Rainy River District and is bounded on the south by Niven's south base line, on the north by Niven's north base line, on the west by Niven's 5th meridian line and on the east by unsurveyed lands of the Crown.

The Seine River enters the township at the middle of the east boundary and following in a general south-westerly direction, with numerous rapids and falls, leaves the township about the middle of the south boundary.

All that portion of the township lying south and east of the Seine River, with the exception of 70 acres has been taken up as mining lands and surveyed into mining locations. Mining locations have also been laid out along the south and west boundaries and north of the Seine River.

With the exception of a couple of locations on the west boundary that have been surveyed on account of indications of iron, all the above locations have been taken up on account of the gold-bearing quartz reefs that occur in the formation and from a great many of which gold can be obtained by simple panning, the ore being that known as free milling, while in others the quartz has to be treated chemically or burned to obtain the gold.

The trail from Ignace station on the Canadian Pacific Railway to Sturgeon Falls on the Seine river enters the township of Bennett at the south end of West Moose lake at the north-east corner of the township and was followed south-westerly to the line between lots 10 and 11 concession III., but after crossing that line the cutting had not been completed at the time of survey.

The north-westerly and south-easterly portion of the township are rough, hilly and rocky but with some small patches of good farming lands along the Little Turtle river. There are also some good farms on the north boundary, and strips of land lying diagonally across the township from the north-east to the south-west contain some excellent farming land.

The central portion of the township is fairly well timbered with poplar, birch, spruce and tamarac with some very good tie timber in the swamps.

The northerly and southerly parts however have been burned and are now overgrown with small pitch pine, birch and poplar. Very little red and white pine of any size is met with; on lot 11 in 2nd concession north of McPherson lake on lot 7 in the 2nd concession and on lots 3 and 4 in the 5th concession are a few bunches of fair size timber.

The regular lots of the township were made forty chains in frontage and eighty chains in depth containing an area of 320 acres.

Posts were planted at the front angles of all lots, marked with the numbers of the lots on the east and west sides and the number of the concession on the north and south sides, excepting the posts marking the line between lots 1 and 2, 3 and 4 etc., etc., etc., which have no marking on the south side.



The side lines of the township were run due north astronomically and the concession lines due west astronomically. In cases where the fronts of lots were broken by mining locations the posts marking the lot lines were planted on the mining location lines and not on the concession lines. The lines of the township passing through surveyed sections were not blazed. As there was only a small portion of the plans of the sixty-six mining locations surveyed in this township filed with your Department at the time of the issue of instructions, I had to make traverses of all others in order to show them on the plan and field notes.

The line between concessions I. and II., across lot 10 strikes Cedar lake near the north shore at fifteen chains from the line between lots 9 and 10. The north shore of the lake lies about east and west and by producing the concession line to the west a very small strip of land would lie south of it. I deemed it advisable to discontinue the concession line when it intersected Cedar lake.

On account of mining locations HP 242, HP. 234 and 245 E cutting lot 12 in concession II. and III., I made the north boundaries of those locations the front of concession III.

The front of concession IV. across lot 12 is in the same way the north boundary of mining locations HP. 179 and HP. 237.

Accompanying please find plan, field notes and accounts.

I have the honor to be, Sir,

Your obedient servant,

H. B. PROUDFOOT,  
Ontario Land Surveyor.

The Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

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*(Appendix No. 31.)*

## BASE AND MERIDIAN LINES.

### DISTRICT OF RAINY RIVER.

HALIBURTON, ONTARIO,

October 31st. 1895.

SIR,—I have the honor to submit the following report on the survey of Base and Meridian lines in the district of Rainy River, surveyed under instructions from your Department dated May 22nd, 1895.

I left Toronto on the 27th May and completed the survey in the month of August.

I commenced at the 42nd mile post on my base line of 1894, being latitude 49 degrees, 32 minutes, 18 seconds north, and continued the same west astronomically to Lake of the Woods, a distance of fifty miles, thirty-two chains, eighty-five links, coming out about two miles north of Yellow Girl Point. I then proceeded to Sabaskong bay (Lake of the Woods), and southerly to the forty-ninth parallel of latitude, and commencing at the iron post planted by myself in 1892 between ranges twenty-six and twenty-seven, ran north astronomically, fifty-six miles, ten chains, ninety links to the south shore of a lake, fifteen chains, twenty-three links north of the centre line of the Canadian Pacific Railway. This line crosses the Canadian Pacific Railway six chains, sixty-two links east of the 159th mile post from Winnipeg, and about two miles east of Hawk Lake station.



All timber limits and Indian Reserves passed through or within a reasonable distance of the lines run were connected with the survey lines, as in former surveys, and all canoe routes used in the transportation of supplies, etc., were sketched in, wooden posts were planted at every mile, and iron posts, three feet long, of  $1\frac{1}{4}$  inch gas-pipe, pointed at the bottom and closed at the top, and painted red, were planted alongside of the wooden posts at every three miles. The number of miles was marked on wooden posts with a scribe iron, and on the iron posts with a cold chisel. Stone mounds were built around all posts wherever practicable, and bearing trees taken.

The posts on the base line were marked on the east side, and numbered from forty-two to ninety-two miles with an extra iron post at ninety two miles, thirty-two chains, fifty links, set in a stone mound being thirty-five links from the shore of the Lake of the Woods, and also at seventy-six miles, two chains, sixty links, where the base line intersects the meridian line. The posts on the meridian line were marked on the south side, and numbered from zero at the forty-ninth parallel to fifty-six miles a short distance north of the Canadian Pacific Railway, where an iron post was also placed with a large stone mound, it being near the termination of the line. A wooden post with stones was planted at nine chains, thirty-five links on the fifty-seventh mile, being fifty-five links south of the lake where the line terminates.

Where the end of a mile came in a lake or river the post was planted on the line on the nearest land and distance noted and marked on the wooden post. In these cases the iron post was marked with the nearest mile, and a plus or minus sign as the case might be.

Astronomical observations were taken whenever practicable, the details of which will be found in the field notes.

The magnetic declination of the needle averaged 7 degrees, 30 minutes east.

The lines as will be seen by the plan, passed through many lakes, some of them of considerable area, and a number of them being very clear, Crow lake in particular being one of the finest lakes I ever saw; the water is blue and beautifully clear.

Dryberry lake is also one of large dimensions, and can be reached from the Canadian Pacific Railway through Hawk lake with very little portaging.

Of the Lake of the Woods I need say nothing. Its beautiful scenery is well known.

Commencing at the forty-ninth parallel the first thirteen miles of the meridian line is through a broken, rocky, burnt country (granite), the six miles south of Sabaskong bay having been burnt clean about eight years ago. The land is of no value unless for its mineral wealth.

On the fourteenth mile we strike the Huronian formation which prevails to the thirty-third mile. This stretch of country is alternately burnt, and green bush and considerable clay soil is found through the Indian reserve 33 A, and around Whitefish lake and Lobstick bay.

On the thirty-fourth mile we again enter the Laurentian formation, which continues to the Canadian Pacific Railway, and the end of the line.

A considerable portion of this distance was burnt in 1894, and most of the timber killed.

Strips of green bush are met with here and there timbered with tamarac, poplar and spruce, and occasionally a little clay soil is met with, but, as a rule, the soil is sandy and the country rocky, and so cut up by lakes that it is of little value for purposes of agriculture.

On the base line beginning at the forty-second mile post, the Huronian and Laurentian formations prevail alternately for about twenty miles, and the country is also alternately green bush and burnt. Considerable tamarac and spruce is met with on these twenty miles.

From the sixty-second to the eighty-second mile the Laurentian is the prevailing rock. Large tracts have been burnt, but the country is mostly green bush to Dryberry Lake. There is considerable pine around this lake, but the islands and other portions have been lumbered.

From the eighty-third to the eighty-seventh mile the line is run over the Huronian formation, when the Laurentian again comes in and continues to the ninety-second mile, and the Lake of the Woods. The last ten miles of the line is also rocky and broken with considerable swamp in places in which there is some fairly good cedar, tamarac and spruce.

The soil is generally sandy. An occasional white pine is met with. Pitch pine is the prevailing timber.

East of the twelfth mile (meridian line), on Indian Reserve 35 D., there is some valuable red and white pine of good size and quality.

I saw another fine grove of red pine on an Indian Reserve on my way from Whitefish to Sabaskong bay.

Most of the pine seen along the route of survey has been already included in timber limits, a number of which I have shown on the plan. The water within the limits of the survey is mostly tributary to the Lake of the Woods. When passing through Indian Reserves no trees were blazed nor posts planted.

I found no minerals but passed by some mining locations that were being worked, among them the Regina Gold Mining Company on a bay of Lake of the Woods. The lakes are generally well stocked with fish—pike, pickerel, maskinonge, etc. Moose were frequently seen in the low lands, and partridges were very plentiful.

My party consisted of fourteen all told.

The month of June was very wet, but the remainder of the season very favorable for work.

Herewith are plan of survey, field notes and account.

I have the honor to be Sir,

Your obedient servant,

(Sgd.)

A. NIVEN,

Ontario Land Surveyor.

Honorable A. S. HARDY,

Commissioner of Crown Lands,

Toronto.

(Appendix No. 32.)

## THE ALGONQUIN NATIONAL PARK OF ONTARIO.

HEADQUARTERS, CANOE LAKE, January 10th, 1896.

THE HONORABLE A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto, Ont.

SIR,—I have the honor to submit herewith my report as Superintendent of The Algonquin National Park of Ontario for the year 1895.

The regretted death of the late Mr. Peter Thomson, which took place at our headquarters from paralysis on the 5th day of September, rendered the position of Superintendent vacant, and on the 27th of that month I was by Order in Council promoted to the position of Superintendent, and Ranger Timothy O'Leary to the position of Chief Ranger theretofore held by me.

### THE OTTAWA, ARNPRIOR AND PARRY SOUND RAILWAY.

The Ottawa, Arnprior and Parry Sound Railway now under construction has reached a point in the township of Canisbay about nine miles from the point of contact with the southern limit of the Park. The contractors commenced operations early in March near the boundary between the townships of Airey and Nightingale, or at a station on the railway called Whitney, on Long lake. The length of railway line built this year was twenty miles, eleven of which was outside of the Park and the remainder inside. The route of the railway may be described as follows: It enters the Park on the south boundary near the corner post between Canisbay and Sproule, skirts the west side of White-Fish lake, on the Madawaska waters; after reaching the head of White Fish lake it follows the river Madawaska until it reaches lake of Two Rivers; thence along the south shore of this lake to its head, or east end; thence along the south shore of the river Madawaska crossing the river a little below a fall and near the outlet of another branch of the Madawaska flowing from Provoking lake; thence along the north side of the Madawaska to a point at or near lot 13 or 14 in the 6th concession of Canisbay where the building operations for the year ended. The track is merely laid up to this point, but no ballasting has been done except for levelling up the ties and bedding them. The telegraph line has been strung up to end of track, but no telegraph office exists as yet, and the Company has made provision to run a train up to end of track once a week. I think this was done to accommodate Messrs. Gilmour & Co. who were at one time contemplating the getting in of supplies that way, as they intended to make a winter road over to the end of track; but it is presumed they have abandoned the idea now as they have since stopped cutting for the winter. The track laying was completed on the 28th November. A temporary boarding house has been erected at end of track for the accommodation of men engaged on the railway, which is placed so that it stands partly on the right of way and partly off it. The Company have also staked out a large gravel pit at the present terminus, and I assume the boarding house is intended for the use of men to be employed in ballasting as early in the spring as possible, and for a temporary station and telegraph office. Some means must be adopted respecting encroachments made outside of right of way for the purpose of buildings, ballast or borrow pits. Sidings will necessarily be required for the crossing of trains and shunting of cars. Water stations will also be needed every nine or ten miles or at convenient points in these distances and they should be located at the crossings of streams or arms of lakes where encroachments on Park property can be avoided. Buildings for sectionmen's houses and perhaps a station of a more permanent nature can be placed near the grade points between cuts and fills.



A trial route for the railway through the remainder of the Park was surveyed last winter by engineers Bruce and Cranston, but it was found to involve considerable heavy work in places and its location was, during last summer, partially revised. The line at this date has been finally located only to a little beyond the crossing of Potter creek in the northern portion of the township of Peck. It runs from the present end of track by way of the north shore of Cache lake, and thence to Source lake; crossing from the south to the north shore by way of an island in the lake it passes along the north shore, and crossing Joe creek about midway between Canoe and Joe lakes, it strikes and follows up Potter creek for a short distance, where its final location at present ends. On the abandoned route a beginning had been made to clear the right of way, and the gap of some extent thus made in the bush is more or less of an eyesore. This, however, on being cleaned up and burned off, will doubtless soon grow up again the same as any other stretch of burned country. Mr. Cranston informs me that from the point on Potter creek, he thinks he will try to follow the old location as nearly as possible through the north part of Peck and south part of McOraney to Moose lake and thence to Rainy river to join his winter's location. The total distance from Ottawa to present terminus or end of track is 163 miles, and the length of railway from the point where it enters the Park on the south boundary to where it will leave it on the west boundary will be from thirty-one to thirty-two miles. The distance still to be built is from twenty-two to twenty-three mile

#### BUSH FIRES IN THE PARK.

About the 5th of July last a fire started in the neighbourhood of the railway right of way, near a point between the railway and the Madawaska river, in lot 25 in the 7th concession of Canisbay, and burned in through lots 21, 22 and 23 in the same concession; lots 22, 23 and the front parts of lots 24, 25, 26 and 27 in the 8th concession; the east half of lot 22 in the 9th concession, and all of lots 23, 24, 25, 26, 27, 28 and 29, and a part of 30 in the 9th concession, and through the rear parts of lots 22, 23, 24, 25, 26 and 27 in the 10th concession, where it was checked. Ranger James Sawyer and I were across there on the 20th of July, and the fire was still smouldering but under control, and being carefully watched by the St. Anthony Lumber Company's fire rangers. This Company had two camps burned during the progress of the fire, one on lot 24 in the 10th concession, and the other on lot 30 in the 9th concession of Canisbay. I made enquiries about the origin of the fire from the railway contractors and the fire rangers, but could not get any satisfactory information from any of them. The contractors told me that all the clearing and burning on the right of way in the neighbourhood of where it originated had been done and the fires apparently gone out some time before it took place, but that some tramps or men were seen coming along the railway line the day that it started. All the contractors' men were turned out to fight it with what pails and shovels they could get, and they continued at the work until it was got under control. All the St. Anthony Company's fire rangers, as well as some men from their mill, were on the grounds, and remained there until it was all out. Another fire started in about the same time on the east side of White Fish lake, and on the boundary between the townships of Sproule and Nightingale, which ran through about half an acre in the Park not doing much damage, and it also ran south into Nightingale about half a mile, where it was stopped by the railway men and fire rangers. The timber burned in these fires consisted mainly of red pine, and as the majority of the trees were not materially injured, no serious loss was occasioned. Otherwise there have been no fires of any consequence that I have heard of in any part of the Park during the past year.

In regard to the clearing of the balance of the right of way of railway through Park or any place where valuable timber exists, I would recommend that the Department endeavour to get the railway company to do the clearing and burning late in the fall of the year, during the winter, or very early in the spring. Winter would be the best time before the snow gets too deep, and I would especially urge the clearing during the present winter of that part of the railway which will pass through the limits on which Messrs. Gilmour & Co. are and have been cutting during the last three seasons. If this is not attended to and a fire should occur, it will be a disastrous one, there being such a quantity of tree-



tops, windfalls and slashing made for dray roads, that nothing would stop it if it got a start. As a further precautionary measure against fires in any part of the Park during tracklaying, and the operating of the road after completion, it would be well to have the railway company notified as to the necessity of having proper spark screens on the smoke stacks of their engines, as they most likely will be using wood as fuel in that section of the country, and if not properly screened the engines will throw off sparks and brands which, in a dry time, would start a fire very quickly. They should also be cautioned about raking out their fire boxes unless in places where the embers could be attended to and extinguished at once.

### WORK DONE DURING THE YEAR.

During the course of the summer and this fall there have been two new shelter lodges built, and No. 31 of last year has been repaired and raised by the addition of two extra rounds of logs, and the roof changed from a flat one to a pitched or cottage roof. We also built at headquarters an office with two bedrooms and office combined. A good many of the buildings, or shelter lodges, that we have occupied were old lumber camps, which we thought would not be used by the lumbering firms again; but we find that we will have to abandon these and put up places for ourselves. It is very inconvenient on a winter's night to arrive at a place where we expect to get shelter and find it occupied, as we have done in a few instances. Other camps have been demolished because of the material being required by the shantymen for other places; perhaps scoops taken off the roof, a window sash or some of the panes of glass gone, or probably a stove missing. Smaller places than these large buildings would be more suitable and also more appreciated by us when coming in cold, and perhaps wet, into a too commodious shelter lodge, which we have to find wood to warm up. Where we have small places of our own we feel more independent, and we have not found any of them molested or the locks broken off. The lumbermen and lumbering firms, as a general rule, are very kind and courteous, and always willing to do what lies in their power to assist us. They are only too glad to see us coming around their places on our travels; but for the reasons I have given it is probably better that we should have shelter lodges of our own, without resorting to lumber camps, abandoned or otherwise.

The trails cut in the Park get filled up by trees falling across them, blown down by wind storms or felled by lumbermen; the underbrush also grows up and almost obliterates the trails and portages where they are not much used. A good deal of our time was taken up in cleaning away these obstructions to travel. The streams also get blocked with driftwood and windfalls, and a good many were in this condition last spring. The canoe routes have to be attended to as early in the spring as we can possibly get at them. The new trails cut this year would amount to about twenty-two miles, if all put together, and those cleaned out and widened to about ten miles; creeks cleared out to make way for canoeing, about eight miles.

A very important branch of our duties is the defining and blazing of the Park boundaries, and the putting up of notices at the crossings of all trails and lumber roads and on the crossings by boundary of all lakes. This year we commenced this work by blazing on the north boundary about seven miles; on the west boundary, which is the most important of all, being in the neighborhood of the most thickly settled portion of the country adjoining the Park, we have managed to blaze about twenty miles; and on the south boundary about two miles, or twenty-nine miles in all. As this boundary defining will be a tedious job if undertaken in the summer season, on account of the difficulty of transporting supplies in canoes, I contemplate trying it on snowshoes this winter, when the rangers can haul supplies on hand sleighs, and take blankets and tents along with them, shelter lodges not being accessible at all times or at convenient points on the boundary.

I can heartily testify to the efficiency of the staff of rangers in patrolling the Park, having myself put in a good many days and nights with them while I was Chief Ranger and taking my rounds with them during the time patrol work was principally required



of us, namely, in the fall, winter and spring of the year, at which time trappers and hunter are likely to make their raids on the fur-bearing animals and probably other animals if chance affords. In issuing instructions to the rangers as to the routes to be taken this fall, it was arranged that the boundaries should be well watched to prevent any one getting across the lines and to see that hunters kept sufficiently far from the Park. Even during the hunting season neither the sound of dog or gun could be heard, so that sportsmen did not encroach upon the Park so far as the rangers were aware, but in the township of Butt near the west boundary the carcass of a deer was found by them that had been shot and had lain there for some time, the presence of carrion crows being the means of calling their attention to the spot. A trapper in the township of Paxton had some of his traps set not very far from the west boundary, and had apparently caught a beaver or probably more than one, as in a hunter's camp our rangers found a stretcher upon which beaver skins had been prepared for the market. The game wardens in that section should be notified of the circumstance, and if he could only find out where or to whom the skins were sold a stop might be put to this violation of the law. Another case came to my knowledge of deer-killing in the Park, aggravated by its being out of season, but as the statutory limitation of six months had expired, I had to let the case go.

Some of the trappers who carried on their business in the Park before it was set apart as such have come in for their traps, which I have permitted them to collect, at the same time taking the necessary precautions to see that they did not ply their calling while within the limits. I have notified all such persons to come and remove any of their traps that may still be left.

#### INCREASE OF GAME AND FUR ANIMALS.

It affords me much pleasure to report that the protection to game and fur-bearing animals afforded in the Park is causing them to steadily increase. The beaver especially is multiplying in numbers. We now see a great many signs of them along lakes, streams and marshes where in our previous travels we could hardly perceive any, except their old works gone to wreck by reason of the beaver themselves having been killed off. Now a good many of these old dams are being renewed, or new ones made in their places; their houses also are beginning to be seen above the waters, on the edges of streams, along the sides of marshes, and in the quiet bays of lakes. Both dams and houses are marvellous pieces of architectural and engineering skill.

In going up a stream one day I came across one of their houses, where a good deal of work had been done in the way of getting in their winter's supply of saplings for building and for food purposes, and as I took the precaution of shipping my paddle, I was enabled to drop quietly down stream and view them at work without disturbing them, at any rate for a few minutes. The beaver live on the bark of saplings, and as the bark is taken off they haul them out of the house and let them go. In the summer season they sit in many a quiet spot and strip the bark off to save themselves the trouble of taking the saplings bodily into their houses, and the consequence is you will find a great amount of beaver timber, as it is called, along the shores of many streams and lakes.

The dams put at outlets of lakes by lumber firms for river driving has a tendency to force these little workers out of their houses by backing up the water on them at times. Then they get drowned out and have to resort to some other place where they are free from annoyance of this kind.

The moose and deer, the denizens of the bush, are also increasing very rapidly, of which good evidence is presented to us when they come almost up to our doors at headquarters. A good many tracks were made and the animals themselves seen very close to our headquarters and even in our potato patch. While out last February two of the rangers and myself came across two deer and two moose yards not far apart. On one small lake or pond that we had occasion to go over, we might almost have thought we were entering an immense farmyard; and from that lake to another one not far away the path was so completely tracked and padded all the way across by the moose that snowshoeing was almost impracticable. We had occasion to go back over this same





track the following day, and found that the moose had again cut up our snowshoe trail so as to make the hauling of stove on a hand sleigh very tiresome and tedious work. Another party of rangers were away at the same time near the north end of the Park, and they encountered similar difficulty in travelling in three different places, having come across three separate moose yards. One would think that these animals had become so numerous in that section that they were committing murder and suicide to make room for the others, when I say that in that neighborhood two of the rangers found three drowned last spring. Two had engaged in a conflict fatal to both. Their horns had become so interlocked that they could not disengage themselves and in the struggle both seemed to have fallen into the water. Another was found about five miles down stream on the same river that had probably met his death by breaking through the ice. In the month of June one of the rangers and myself espied two moose crossing a bay of the lake on which we were at the time, and made all haste to have a good look at the noble animals. We got within twenty feet of them, and they were certainly splendid specimens of our biggest game. These are a very few of the instances in which the presence of moose and deer was quite evident to us when on our rounds.

I think an effort ought to be made to introduce into the Park the caribou, which should live there as well as the moose. They are found not very far from us, viz., north and west of the Ottawa river. Of the fur bearing animals the otter, mink, marten, fisher, and muskrat, are also getting very numerous. The otter especially which was being hunted unmercifully as well as the beaver, is becoming quite plentiful in the Park. One stream that we were travelling up last winter was so thickly inhabited with them that we could hardly go one hundred yards without seeing them dodging out and in through blow holes in the ice. They are very destructive to the fish but they are a curious, playful animal and much to be admired.

Wolves are also too numerous for the good of the deer. We are making every effort this year to kill them and shall continue it during the winter. I have no doubt a good many have got their quietus now from the number of baits we find gone which we had put on their tracks. We lose the animals themselves, and the bounty as well, by snow storms covering up their tracks and bodies after taking the poisoned baits, but we will be amply repaid for getting rid of the pests by the increased numbers of the deer. Two of the rangers found the carcass of a deer in December last that had been run down and almost torn to shreds by wolves. When such occurrences take place, we can generally find the remainder of the carcass from the presence of the carion crows picking the bones. This fall, when a couple of the rangers were escorting two of the trappers previously noted in this report to the outside of the Park, in crossing Snake lake they came across a splendid buck in the lake that had been chased by three wolves but managed to escape by taking to the water, where wolves will not follow. One of the rangers took a shot at the wolves, but missed on account of the difficulty in shooting while the canoe is under way. They then turned round and got hold of the buck by the tail, allowing it to tow them ashore, where they let it go just before reaching land. If they had still held on it would possibly have swamped them and broken the canoe. Another day a deer was seen to run into Dee lake chased by four wolves. In some other parts where the rangers have been camped, the night has been made hideous with their howls. When daylight approaches they scamper off.

Partridges are so numerous in the Park and so tame that a person walking along armed only with a stick, might be able to exist if hard pressed for food. The partridges are of the spruce and birch varieties. The prairie chicken should be added, I think, to the stock of wild fowl. It exists to the north of Lake Superior and all the way west to the Pacific, where I have myself seen them in abundance. They are a larger and plumper bird than the partridge, and resemble very much the grouse found in Scotland, being probably of the same species. Ducks are not quite so plentiful so far as I have observed except in a few places, but if the wild rice takes hold where we have sowed it, it will reproduce itself and we will soon get the ducks to come at the proper season and have them as plentiful as they are on lakes Erie and Ontario. We sowed three bushels of it this fall and by next fall we will be able to see the results.



## LUMBERING AND REFORESTING OPERATIONS.

I may state that so far our reforestation has been on a small scale. Our time has been taken up so much in the summer season in building shelter lodges and clearing trails, that we have found it almost impossible, with our small staff, to give it the attention and care that is required. Several efforts we had made previous to this year to collect white pine seed turned out unsuccessfully. Either we had commenced too late in the season to gather the cones, or the season was a bad one for the production of the seed, as every year is not suitable for seed-bearing cones. I made another effort last October, when the lumbermen were felling the trees to collect cones in which I expected to find the seed. First I went to the places where the trees had been felled some time previous; in these tree tops I found a good many cones, but they were all open and the seed gone. I do not think they were eaten out by mice, and I am certain they were not by squirrels, as the latter gnaw all the scales off down to the core to get the seeds, if any. Then I went around to the place where they were felling trees, and also found a good many cones, the most of which were open too. In some of these I found a little, probably three or four seeds to a cone. I followed around for some time with no better success, and I concluded that the seed had all been shaken out when the trees fell, or that I had come too late in the season to collect it, as a good many of the cones were open. I think, myself, that they ought to be gathered in latter part of August or not later than the middle of September. However, three pounds of white pine seed had been sent up by the Department in the month of June, with instructions as to the planting or sowing of it. We prepared a piece of ground carefully in August, and had it turned over again so as to have the ground good and mellow, and sowed a small patch in September. I visited the ground several times before the snow fell, but could not say that I saw any sprouts. I sowed a little seed in a box which we kept in a window in the house, a few of which came up, but as the frost was unusually severe some nights, they were frozen in the box and I think killed off. A year ago last fall we planted a good many acorns or oak nuts, and this summer we found a few had come up. These were put in promiscuously on a point in Canoe lake and also on an island in the same lake. This fall I got a few sent me by the Department, said to be fresh ones. These I planted around the bed in which I sowed the pine seed, also in front of headquarters and in a place that I selected where we had grown potatoes for two years. We must now wait until next spring to see the results. We also planted some horse-chestnuts at the same time. As far as the pine seed is concerned, I think the proper time to sow it is in the spring. The seed is not the same as a nut, but resembles the pip of an apple, and is similar in size and shape to a cucumber seed; hence my conjectures as to the time of sowing or planting.

On the island where we sowed the white pine seed there are a great many young saplings of white pine (*Pinus strobus*), red pine (*Pinus resinosa*), balsam or silver fir (*Abies balsama*). I think that in the event of our efforts with pine being unsuccessful we ought to try the larch or juniper, sometimes called the hackmatack or tamarac (*Larix Americana*). It is said by some arboriculturists to be the "strongest and most durable of all the pine kind which we have. For shipbuilding purposes it is even superior to oak itself. In old vessels the timbers made of hackmatack have been found entirely sound, when those of white oak were completely decayed. It grows naturally upon poor gravelly soils, in cold mossy swamps, and very barren places all over the province. It is very easily raised from seed or seedlings, grows rapidly, but rarely exceeds eighteen inches in diameter."

There is the hemlock (*Tsuga Canadensis*), which is also a beautiful tree and has become a favorite as an ornamental tree for lawns. The foliage is admired for its graceful appearance. It has somewhat the same figure as the white pine. The boards of white hemlock are by some, esteemed equal to white pine and the bark is good for tanning. It grows upon a better quality of soil than white pine. Both of the above timbers, tamarac and hemlock, are much sought after for railway ties.





We planted this spring eight Lombardy poplars, and out of the eight six of them seem to be holding out very well. In the spring of 1894 there were also planted seven crab apple trees, and with the exception of one, all of them were dead in the spring of this year. This spring we planted twenty-four fruit trees, sixty-four currant bushes, four lilacs, two dozen strawberry plants, some horseradish and rhubarb. The strawberry plants never came to anything; the horseradish and rhubarb seem to flourish; all the fruit trees and currant bushes looked very well this fall, but, like their predecessors, they may fail us in the spring of next year. The soil at our headquarters is poor and too near bed rock in a good many places to be suitable for cultivation. Our potato crop has been a failure two seasons in succession, having been cut down by spring frosts and killed off before coming to maturity. The place selected at the first was not suitable for potatoes. Onions, beets, carrots and cabbages were a fine crop.

All of the firms who own timber limits in the Park are not operating at present, but a good many are, to a greater or less extent. Messrs. Gilmour & Co., in the neighborhood of our headquarters, ceased cutting for the season in December, owing, I understand, to the depression in the lumber market. They commenced breaking their log dumps on Potter creek on the 22nd of April and began their drive on the 24th. Their alligator steamer managed to come up the lakes to assist in this work on the 29th of the same month, and it was not until the 27th of May that the logs got clear of Canoe lake, on which our headquarters are situated. The firm did not clear off the logs from their lower dam, at the foot of Tea lake, into the river until the 6th of June. The damage done by keeping the water at a high level in these dams consists in washing away the earth from the roots of the trees growing on the banks, which then fall over into the water and die. The killing of the trees on the shores of the lakes is also detrimental to the fish.

From all the information that I can get, there are no black or rock bass in any of the lakes in the Park. I think an effort should be made to introduce this gamey variety of fish into a few of the lakes at least.

The water in all the rivers and lakes this year has been unusually low, and the summer season was a very dry one until autumn set in.

The snowfall up to the end of 1895, from the time of first fall on September 30th, amounted to thirty-seven inches, and the total snowfall for the winter of 1894-95 was 110 $\frac{3}{4}$  inches. The first snowfall of 1894 was on the 14th of October, and the last snowfall of 1895, when spring was opening up, was on the 14th of May. In the year 1894, on Canoe lake, ice formed on 29th November and broke up on the 24th April, 1895. This year the ice formed all over the lake on the 22nd November. The coldest days of last winter were February 5th, 1895, when the thermometer registered thirty-seven degrees below zero, and on the 11th of March, when it was thirty-one degrees below zero. On the coldest day of this winter, 13th December, the thermometer was thirty-three degrees below zero. Flies during the months of June and July were very bad this year, and these pests make it almost unbearable for men to go abroad in the bush, especially along rivers and swampy lands.

There is a matter that I think needs to be attended to by the proper authorities, and that is the lack of cleanliness around lumber camps. In the spring of the year all lumbering firms ought to be compelled to clean up their camps, and get rid of all filth and refuse by burning it. The interior of the camps is left in complete chaos with old iron, old boots, and old straw or hay in bunks; sometimes this rubbish is thrown out to rot. Last spring an attempt at cleaning the camp next to us was made, but the filth was merely taken and dumped behind a rocky bluff at the back of our headquarters, and most of the summer it was a malodorous mass in which we had to keep fire constantly in order to get rid of it. Just about one eighth of a mile back of our headquarters some forty or fifty head of cattle had been killed from time to time, and the skulls, heads and feet remained there all summer to rot and pollute the air. Down at the camp on Tea lake, right alongside of the lake, a great many head of cattle have been slaughtered, and the smell arising from the place when the wind is blowing off the shore

is sickening. This is on the main thoroughfare to and from the Park, being on the Dorset and Tea lake road, and on the canoe route down Muskoka river to Dwight. I have not the least doubt that like unsanitary conditions led to an outbreak of typhoid fever this fall in the lumber camps on Hurdman's creek in the township of Boyd. The rangers who were up in this locality report that several deaths had occurred either in these camps or after the sick men had been taken out. Something, certainly, ought to be done to remedy this state of affairs.

The number of visitors to the Park this year, noted by the rangers, amounted to thirty-eight, of whom five were ladies. Two of the parties talk of leasing sites for summer residences if they can find suitable places.

Licenses for five guides were issued for the season, and nine licenses granted to visitors to fish with hook and line only.

The present staff of the Park, in addition to the undersigned, is as follows: Timothy O'Leary, Chief Ranger; Stephen Waters and C. K. Grigg, Rangers. Mr. C. K. Grigg was appointed in October of this year. Messrs. D. A. Ross, James Sawyer and Robert Balfour were employed as temporary rangers on account of the extra work to be done in connection with the building of the Ottawa, Arnprior and Parry Sound Railway, to assist in putting up shelter huts, etc., and during the game season. It affords me great pleasure to testify to the efficiency of the staff in all their duties, and their constant desire to forward in every respect the interests of the Park.

I have the honor to be, Sir,

Your obedient Servant,

JOHN SIMPSON,

Superintendent.

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(Appendix No. 33.)

## RONDEAU PROVINCIAL PARK.

MORPETH P.O., January 10th, 1896.

HON. A. S. HARDY,

Commissioner of Crown Lands,  
Toronto.

SIR,—I have the honor to submit this my second annual report, as caretaker and ranger of Rondeau Provincial Park.

Since my last report there have been many changes and improvements made upon the Park. By your instructions an excellent dock has been built on the Rondeau side. It is 524 feet long, reaching out to the channel where the water is eight feet deep, making

a good landing place for ordinary excursion and other boats. It is said to be one of the most substantial and most strongly built docks of its kind in Western Ontario, the piles at the outer end having been driven fifteen feet into solid earth and averaging about eleven feet throughout the length of the dock. Under instructions, I secured the services of a portable saw-mill for sawing the down and dying timber on the Park, which if not taken and utilized now would soon have been a total loss. In the building of the dock alone it saved several hundreds of dollars. The balance of the lumber sawn was drawn to the eastern end of the Park, and piled. We have the piles nicely roofed and drying for future use on the Park. There is about one hundred thousand feet of this lumber so piled. It will answer for fencing, or for construction of buildings, or for market.

Since my last report we have cleared the old logs and small underbrush from about thirty acres, and have also cut the lower and unsightly branches from many of the shade trees, thus giving the place a cleanly and park-like appearance. We also underbrushed and fenced in about four acres, where all horses coming to the Park must be tied. Formerly, excursionists and picnickers tied and fed their horses under the nicest shade trees, destroying the grass growing under them and leaving the grounds in a filthy condition. This change has given great satisfaction.

The increase in the number of visitors to the Park has been quite noticeable during the past season; many say it has been nearly double that of former years. No doubt as the improvements advance there will be a still greater number of visitors. Quite a number of people intend erecting summer cottages in the Park next spring. Some of the contracts are already let and the work will commence as soon as spring opens.

Mr. Charles Dauphin (to whom license was granted to sell refreshments and keep small boats for hire), has given good service and satisfaction. I have heard no complaints from any one. He put up a large tent, forty feet in diameter and laid a wooden floor under it, where people found shelter from the rain storms. We also made a number of long tables with seats for them, so that parties wishing to do so may take their lunch in comparative comfort. Since the hogs and cattle have been excluded from the Park, the people are profuse in their expressions of increased pleasure while visiting the Park, and the bare sandy spots are gradually being grown over with grass. In view of the rapid increase of visitors to the Park, I would urge the building of a suitable pavilion in the near future, as the accommodation at present is not adequate for the large numbers that congregate on the Park.

When the new house and barn are erected on the site chosen by the Government, there will be a much better opportunity for raising game birds than there is where I now live. The bush up there is quite dense and will afford shelter and a hiding place for the birds. The wire enclosure can be made near by, and there will be less trouble caring for and protecting them from their enemies.

There have been a number of applicants wishing to lease the house I am now living in as a summer house, for the entertainment of persons visiting the Park. They would like to take possession before the hot weather sets in. As soon as the new house can be finished, the Government can obtain a good rent for the old one, for this purpose. It has always been used as a house of entertainment, and one is most necessary for the accommodation of the public.

The wire fence which I was instructed to have built from the road leading into the Park and running across to the lake between Mr. C. W. Richardson's property and the Park, has been of great service, not only for keeping out hogs and cattle, but also in preventing teams going along the southern part of the Park where they could not be seen from the main road or from my house. Many of them did not want to be seen because they were going to pick up wreckage along the lake shore and many other things which they had no right to take away from the Park. It places me in a much better position to control the Park.



I would suggest that at least two suitable men be employed during the duck shooting season to patrol the Eau shore, as there is about eight miles of the Park exposed to the raids of duck hunters, and it is on the Eau side of the Park that partridge, quail and other game birds are to be found during the autumn months, food being more plentiful there at that season of the year than on any other portion of the Park.

The waters of the Eau have been very low this season, about eighteen inches lower than last year. But the lowness of the water seemed to stimulate the growth of wild rice and water celery, as old hunters say they have not seen the rice and celery crops as large for twenty years. The duck came in large numbers about the 1st of October, but left earlier than usual. It is said by sportsmen that the steam yacht which came here from Port Stanley had much to do with the early departure of the duck. There were eight small boats accompanying this yacht. They would all start from the light-house and the yacht being slightly in advance of the boats, would cause the duck to rise and fly over the heads of the hunters, thus giving them good shooting all the way down the Eau, at the foot of which they would all board the yacht and start back to the piers with the eight small boats in tow. They generally made two trips each day, and they carried this on for about two weeks. Some days one would almost imagine raiders were coming down the Eau. I would strongly advise that steam or sail yachts should not be allowed to assist in any way in the slaughter of duck. These hunters tell us that they were not breaking the law because they were not shooting from the yacht. What is the difference? A dozen men might board a steam yacht and they could not drive the duck from the Eau as quickly as this organized system did last season. I hope the law will be made to apply to such cases before next season. I would also recommend that a further limitation be placed upon the number of ducks that may be killed in any one season on these waters by any one person, and that severe penalties be imposed on persons shooting the birds or fowl in the Park.

I have the honor to be, Sir,

Your obedient servant,

ISAAC GARDINER,

Park Ranger.

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(Appendix No. 34.)

REPORT  
OF  
THE SUPERINTENDENT  
OF  
COLONIZATION ROADS

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To the Honorable A. S. HARDY,  
Commissioner of Crown Lands,  
Ontario.

SIR,—I have the honor to present the following report of work accomplished under the management of the Colonization Roads' branch of your Department during the year 1895.

There were about two hundred and ten separate works in various sections of the Province, giving totals of: Three hundred and eleven miles of new roads opened and extended; five hundred and twenty-six miles of repairs upon existing roads, and the erection of some thirty-five bridges of various character with total length as to the latter of three thousand nine hundred and fifty-seven feet.

Of the new roads opened it is but accurate to state that more than one hundred miles were of a very cheap character, being good trails only, rather than public highways, as the report explains.

NORTH DIVISION.

ATWOOD ROAD.

A road in the Rainy River District, which is from Rainy River, between lots eight and nine, Atwood, north one mile to the old Government road, which it then follows for a quarter of a mile, all being grubbed and graded.

BARWICK AND DOBIE ROAD.

This work consisted of the chopping and grubbing of a mile and a half of road from the town line between Dobie and Shenston, west between sections 1 and 12 of the latter township, and the chopping and grubbing of ten chains on the town line named, from the newly made portion, north.

### BIDWELL AND GREEN BAY ROAD.

A road on Manitoulin Island, upon which about three-quarters of a mile of work was done in repairing a difficult hill opposite lot number twelve, on the town line between Bidwell and Howland ; and again on the road allowance between lots fifteen and sixteen of Bidwell, a dangerous portion was repaired, and protected by a retaining wall.

### BIRCH LAKE SETTLEMENT ROAD.

Four miles have been opened forty feet wide and grubbed, making a good winter road from Webbwood northward. A substantial bridge was also built over Birch creek with a thirty feet opening, requiring a trussed structure. The inhabitants contributed gratuitous labor in order to complete the bridge and approaches.

### BONHEUR ROAD.

A winter road between Bonheur Station, on the Canadian Pacific Railway, and Lake Harold, on the Seine River, a distance of about fifty miles ; of which about twenty-four miles have been opened as portages between lakes. The inspector reports the work as of a very satisfactory character, and it is understood also that mining operators have spent a large amount of money upon this same route.

### BRIDGE REPAIRS.

The repair and protection of two very large bridges over Kaministiquia River, which work was in progress last year as reported. A large quantity of iron plating and other material was required for protection against the annual freshets with accompanying ice jams. The inspector now reports that he does not anticipate any further difficulties in this respect.

### CAMPBELL 10 AND 11 CON. ROAD.

Six miles of excellent repairs from the twenty-fifth side road eastward, making, the inspector says, a very fine road.

### CARIBOO LAKE ROAD.

This road runs east and west from lot No. twelve of the second concession of Plummer to the town line of Johnson, and on to join the Port Lock and Desert Lake road, two miles in all. Gratuitous labor, equal to fifty-one and one-half days, was given as an addition to the Government grant.

### CARTIER ROAD.

Four miles constructed between Cartier Station of the Canadian Pacific Railway, in the township of Cartier, and McCool's siding, in the township of Hess ; and its course generally parallel with the railway upon its north side.

### CARPENTER AND LASH ROAD.

Work was begun on the town line between Carpenter and Lash, at north-west quarter section 32, Lash, and continued to a creek on the north-west quarter of section 34 in the same township, a length of nearly two miles. Ten chains of off-take drains were also opened, with one bridge and four culverts.

### CHELMSFORD AND BALFOUR ROAD.

Commencing at the centre of lot number two in the first concession of Balfour, a quarter of a mile was made west, when the work was turned south, and a mile and a half opened into the township of Creighton. About an eighth of a mile was also opened eastward on the north boundary of Creighton from the existing Government road; the whole being chopped, levelled and graded, and is a good second-class road.

### CLARK'S BRIDGE.

A bridge over Thessalon River in Bruce Mines District, damaged by lightning, and otherwise very much out of repair, is now in good condition.

### COFFIN 2 AND 3 CON. ROAD.

Work in this instance was largely on the second and third concession line of Galbraith, which is a continuation of the road named, eastward. Two good bridges were, however, built at a cost, with culverts, of about \$200, and another opposite lot number eight for \$100, the balance being for general repairs, extending over probably a mile.

### CROZIER AND LASH ROAD.

Six and a quarter miles have been added to the length of this road, the opening of which was commenced in 1893. Work this year was begun between river lots eight and nine, Lash township, and continued east to Lavalle River, between sections four and nine of the township of Devlin. A mile of ditching was done upon one side of the road, and five bridges built, aggregating a length of 276 feet.

### DAY MILLS AND DAYTON ROAD.

Some three miles of repairs were made over this road which is from Dayton Station in the township of Bright Additional, north into the township of Day.

### DEAN LAKE AND MISSISSAGA ROAD.

Grading was begun at lot number twenty in the township of Thompson and continued east to Mississaga River, a length of three miles, which were chopped out last year as a winter road at a cost of about \$500.

### GORE BAY AND PROVIDENCE BAY ROAD.

Repairs were commenced about three miles south of Gore Bay and continued to within one mile of Providence Bay, a length of some twenty miles.

### GRAND PORTAGE ROAD.

A mile of substantial repairs as a continuation from last year's operations in the township of Wells.

### GRASSY RIVER ROAD AND BRIDGE.

A bridge 303 feet long was built over Pine River, about the centre of section 35 of the township of Dilke. It is a pile structure having four piles in each bent, with two spans of forty feet, and eight spans of twenty-five feet each. Half a mile of ditching was also done along the road south of the bridge.

### HONORA BAY ROAD.

From Honora Bay of Manitoulin Island heavy repairs were made for two miles eastward; and again from the eleventh concession of Bidwell a mile and one-eighth was opened southward to connect with the existing Government road between lots twenty-eight and twenty-nine of concessions nine and ten. This new portion was heavy work, and for the appropriation could only be opened as a good winter road.

### HAUGHTON AND WELLS ROAD.

Three miles and a half opened from lot number seven of the second concession of Haughton, east to the centre of lot number twelve of the second concession of Gould, and was chopped forty feet wide, and logged and grubbed.

This portion of road is, the inspector says, through a fine section of country and without a swamp in the entire distance.

### IGNACE AND STURGEON FALLS TRAIL.

Between Ignace Station, on the Canadian Pacific Railway, and Sturgeon Falls on the Seine river, a trail sixty-five miles long has been cut out about six feet wide, making a good summer as well as winter line for travellers and pack horses.

### ISBESTER STATION ROAD.

A new road opened from the north-east corner of section 36 McDonald township west one mile, and then south a mile and a half. Three bridges were also constructed aggregating a length of 172 feet.

### LAKE WOLESLEY ROAD.

Seven miles of repairs from lot number twenty-four of the twelfth concession of Robinson westward; included in which is forty-six rods of excellent crosswaying.

### MASSEY AND BIRCH LAKE ROAD.

A continuation of work of last season on the north side of the Canadian Pacific Railway track, and is from the line between lots ten and eleven of the second concession of the township of May, northward a mile and a half; the greater distance being through a bad swamp requiring both crosswaying and ditching.

### MAY 1ST CON. ROAD.

Three miles of new road opened from the west boundary of the township of May eastward, on the line indicated reaching to lot number seven. It is cleared forty feet wide, and made into a good second-class road.

### MAY AND HALLAM T. L. ROAD.

This work was the grading of a road opened previously by settlers, and is from La Cloche creek, near the south boundary of the township, north on the boundary between May and Hallam to the third concession; thence east one mile, and thence north to Spanish River, somewhat over three miles.

### MORLEY TOWNSHIP ROADS.

Three miles of portions destroyed or damaged by fire last year were repaired.



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### OLIVER TOWNSHIP ROADS.

In this township two miles were chopped and grubbed from the town line westward, on the 7th concession line, and the work said to be of a very satisfactory character.

### OUMET AND BLACK BAY ROAD.

The repair of five-eighths of a mile along this route from the Canadian Pacific Railway to Black Bay.

### PATTON ROAD.

About one mile and a half of new road opened across lots nine to six, between the fifth and sixth concessions of Patton ; and two miles of repairs over the older portions.

### PINE PORTAGE ROAD.

This road was continued from the point of ending last season two and a half miles this length being very fairly opened for traffic. A mile and a half of the portion before, opened was repaired and otherwise improved, and is that from the limit of Rat Portage to Matheson Bay, on Lake of the Woods.

### PORT LOCK AND DESERT LAKE ROAD.

Three-quarters of a mile has been opened between lots three and four of the fourth concession of Johnson ; and something less than half a mile of repairs were made of last year's work.

### PRINCE AND PARKE T. L. ROAD.

In this instance work was commenced at the east side of section 2, of Parke and continued west 2 miles, which were chopped, grubbed and graded, making a good road throughout.

### RAYSIDE ROAD.

New roads were opened between lots seven and eight across the fifth concession ; between concessions three and four across lots six and seven ; and also between lots two and three, from the first to the fourth concessions, all in Rayside township, and representing about three miles of new work.

### ROSSLAND ROAD.

This road was produced to within three-quarters of a mile of Rossland from the ending of the work in 1893. The length of the new road is three miles, which were brushed, grubbed and partially levelled.

### RAINY RIVER ROAD.

This work extended from River lot number three of the township of Roddick to about the centre of the Indian Reserve in the township of Woodyatt.

Some five and three-quarters miles of the length were grubbed and graded, and one mile grubbed and ditched upon one side. Ten chains of tap-drains were opened, and four small bridges built, together with repairs of the abutments of Lavalle River bridge. This work is reported as highly satisfactory.

## ST. JOSEPH ISLAND ROADS.

For the expenditure of \$893 63 about one mile of road was opened and something like two miles were repaired—namely, on A line between concessions C and D a large hill was cut down and the roadway very much improved; and on the same line a similar work was done on hills through concession M. On the Tenby Bay road repairs and improvements were made on the tenth side line opposite concessions five and six; and on the line between lots twelve and thirteen of the tenth concession some three-quarters of a mile was opened through a rough section. Half a mile of the V line was improved by grading and gravelling, while on the F and G line repairs were made over some very bad places. On I line a large hill was cut down and the material used in raising the road through a swamp; and lastly, one mile of repairs were made on the thirteenth concession from P line south. Gratuitous labour to the extent of forty-two days was given on account of this last named work, and on the I line above mentioned work to the value of \$96 was contributed.

## SAND LAKE AND KAWAWIAGAMOG TRAIL.

A trail cut out from North Lake on the line of the Port Arthur, Duluth and Western Railway to Hart River, which empties into Kawawigamog River. Its length is thirty-five miles, and is opened six feet wide, and should be of great advantage to explorers and others, giving, as it does, easy access to the township of Moss and the surrounding country.

## SLATE RIVER VALLEY ROAD.

On the first concession line between lots ten to thirteen Paipoonge, half a mile of grading was done and a ditch a quarter of a mile long opened.

On the tenth side line were thirteen chains of grading and three chains of cross waying; while on the fifteenth side line forty-three chains of grading, twenty-seven chains of ditching, six culverts and ten chains of tap-drain represents the work done.

## SHOAL LAKE AND BAD VERMILLION ROAD.

From mining location J. O. 36 on Shoal Lake north to Bad Vermillion Lake, four and three-quarter miles were chopped and grubbed, half a mile was also graded, and two bridges aggregating a length of ninety-seven feet were erected.

There was also a road opened from Bad Vermillion to location K 262, which follows the line between K 224 and A L 104 and also between K 263 and A L 103, the latter being one mile long.

## SPANISH RIVER ROAD.

Six and a half miles made as a good winter road between Spanish Station and Kenabutch, on the Sault Ste. Marie Railway, opened fifty feet wide and grubbed or close-cut fourteen feet.

## STANLEY AND KAKABEKA FALLS ROAD.

From about a mile west of Stanley Station, on the Port Arthur, Duluth and Western Railway, three miles of road have been opened to Kakabeka Falls, and meets a road built by the municipality of Neebing along the railway line from Stanley Station. Over these roads a considerable traffic is reported.

## SUDBURY AND WHITEFISH ROAD.

On this highway work was commenced one mile west of Norton Station where improvements ended last year, and four miles then opened, extending to Vermillion River, and giving now a good winter road to Sudbury.

### TEN MILE POINT ROAD.

Repairs over a considerable length of this road on Manitoulin Island.

### THESSALON AND BRIGHT ROAD.

From between lots three and four of the township of Day repairs were made easterly and southerly, nearly two miles, the work being for the most part ditching, with gravelling also in many places.

### THESSALON RIVER BRIDGE.

A bridge in course of erection in the township of Plummer, but unfinished at the end of the year, as work could be done with greater advantage in the winter season. The bridge is expected to cost very little beyond the amount already paid—\$620.

### THESSALON BRIDGE.

The repair of a bridge on lot number ten in the first concession of Coffin. New stringers were introduced and nearly one-half the top covered anew.

### WELLS ROAD.

Repairs from about the south-west angle of lot number twelve in the second concession of Wells, to the north-east angle of lot number eleven, a distance of a mile and a quarter. The character of country was such that it appeared necessary to spend the grant upon the length mentioned, in order to make anything like a satisfactory road.

### WHITEFISH VALLEY BRIDGE.

A bridge ninety-nine feet long with main span of fifty feet, built according to plan furnished by the Department. It is on lot number seven of the fourth concession of Gillies. A quarter of a mile of grading was done that the bridge might at once be used for traffic.

### WHITEWATER LAKE ROAD.

Three and a half miles of new road opened twenty feet wide from about the centre of lot number two of the first concession of Rayside, southward, reaching into, and ending upon lot number four in the fifth concession of Snider.

### WOODYATT ROAD.

This road is one previously opened from Rainy River north, between sections 19 and 20 of the township of Woodyatt, and along which nearly two miles of ditching was done this year.

### WORTHINGTON AND WHITEFISH ROAD.

Commencing at the east side of lot two between the first and second concessions of the township of Drury, work was continued eastward half a mile, thence south to the south boundary of Denison, thence again east to lot number three, a distance of two miles, opened as a winter road.

Also three-quarters of a mile was opened from the last mentioned lot to connect with an old road into Whitefish.



## WEST DIVISION.

## ALSACE ROAD.

Three miles of work of which nearly half a mile was new, being a deviation about a very steep hill ; the balance being substantial repairs, involving twenty-two new culverts and a large amount of ditching. These operations were from the Rosseau and Nipissing road towards Commanda Lake road.

## BAYSVILLE ROAD.

Repairs over this road were commenced about lot number twenty-eight of Ridout, extending from thence eastward toward Dorset for a length of two and a half miles. Fourteen stone culverts were built in connection with the work.

## BETHUNE 12 CON. ROAD.

A mile and a quarter of substantial repairs on the concession line named, between lots five and eleven.

## BURK'S FALLS ROAD.

Repairs were made from East Armour road eastward for about four miles, work being largely the reduction in gradient of several heavy hills, involving excavation to the extent of nearly 2,000 cubic yards. It is the main road from Burk's Falls eastward, and is an important highway.

## CHRISTIE ROAD.

A bridge 324 feet long was erected over Ten-Mile creek, with a main opening of thirty-six feet; and another over Seguin River, on the same road. Both bridges had been carried away or destroyed by flooding and the road was in consequence impassable. Some road improvements were also made.

## CHRISTIE AND HUMPHREY T. L. ROAD.

On this line of road was built over a branch of Seguin River a substantial bridge, with a span of twenty-five feet, resting upon abutments each fourteen feet high. Timber approaches one hundred feet long were also made and the work understood to be quite satisfactory.

## CONGER 10 AND 11 CON. ROAD.

This was chiefly crosswaying through a swamp upon the line mentioned ; its length being some four hundred and twenty feet.

## CROFT AND CHAPMAN BRIDGE.

A bridge originally one hundred and twenty feet long on the boundary between Croft and Chapman has now been renewed, shortening the structure to sixty-two feet and filling in the balance permanently. The cost of the work, which was done by the municipality of Chapman, was about \$425, towards which the Government contributed \$200.

## DISTRESS RIVER ROAD.

A production three-quarters of a mile westward to connect the road named with Poverty Bay road. It now crosses through lots one hundred and one and one hundred and two of the Rosseau and Nipissing road survey and lots thirty-four and thirty-five of the eighth concession of Chapman, and shortens the distance materially between Ah-mic Harbor and Sundridge.



## DOE LAKE ROAD.

One mile and a half of repairs from Ryerson road northward to the Maganetawan River, and approximately between lots ten and eleven Ryerson. The road was in a very bad condition.

## DOUDLE AND BARTON ROAD.

This work is from lot two hundred and three of the Rosseau and Nipissing road survey westward into Gurd township, and its length three-quarters of a mile, to make connection with the northern portion of Gurd.

## EDGINGTON ROAD.

Work began at lot fifteen of the sixth concession of Christie, and continued to the same lot number on the fourth concession; altogether a mile and three-quarters, of which more than one mile is new work opened on the proper road allowance.

## GERMAN ROAD.

A mile and a half of road opened from lot twenty-one in the second concession, to lot sixteen in the said concession of the township of Mills. It was opened fifty feet wide and well graded.

## HAGERMAN ROAD

Runs westward from the northern road between lots forty and forty-one. An eighth of a mile of necessary crosswaying, and a small quantity of grading was done at its west end.

## HAYSTEAD ROAD.

A mile of chopping, grubbing and grading, the work being from about lot one hundred and thirty-six Parry Sound road survey south towards Otter Lake.

## INDIAN PENINSULA ROADS.

In the township of Lindsay five miles of repairs were made from the fifteenth side line to lot thirty-five; and on the west side three miles were improved from the town line of Eastnor northward to the Bury road proper; while in the township of St. Edmund's the work extended from lot number seven to lot twenty-six, nearly five miles in sections or patches.

In Albermarle township from concession B a road was opened between lots fourteen and fifteen one hundred rods; thence south to the line between lots fifteen and sixteen; then west through concessions eight to twelve inclusive; and again southward between concessions seven and eight to the line between lots nineteen and twenty, a length of about four miles.

The Indian Department, I am informed, spent about \$1,000 also upon repairs and improvements in the northern portion of the Peninsula, and a fairly good road is now opened to Tobermory Harbor.

## KEARNEY BRIDGE.

A bridge over the outlet or river between Loon Lake and East Lake on the Perry and Monteith road. It is one hundred and sixty-eight feet long with main span of sixty feet in the clear, the balance being trestle work.

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### KEARNEY No. 1 ROAD.

A mile and a quarter of grading from the third concession of Proudfoot towards Beaver Lake. A short length still remains to be improved but the whole distance is passable, and of great advantage to the settlers in the vicinity of Sand Lake.

### MACHAR 5 AND 6 SIDE LINE ROAD.

The chopping out, grubbing and grading of a mile and a quarter of very heavily timbered land through the ninth and tenth concessions of the side line mentioned, and the further chopping of a quarter of a mile in the eleventh concession. Two bridges of considerable size were also built over streams crossing the road, and three culverts constructed.

### MACHAR 10 AND 11 SIDE LINE ROAD.

This work was chiefly in the eighth concession, being three-quarters of a mile of grubbing and grading. One-half the distance was through a muskeg and therefore unusually heavy construction.

### McKELLAR CENTRE ROAD.

From Blackwater bridge northward three miles were repaired, together with the partial re-covering of two bridges. Seventeen new culverts were introduced to insure safety to the road.

### McMURRICH 30 SIDE LINE ROAD.

Repairs between concessions eight to ten, amounting to something like three-quarters of a mile, to give a better outlet for some settlers to Bacon crossing, on the Parry Sound Railway.

### MILLS AND WILSON ROAD.

Commencing at Mills road, a mile and a half was repaired eastward and properly turnpiked. A bridge seventy feet long, and costing about \$200, was also erected over Zichen's creek.

### MONCK 10 AND 11 SIDE LINE ROAD.

Through the eleventh and twelfth concessions of Monck a mile and a quarter was very much improved, and the thirteenth concession was chopped out and grubbed.

### MONTETH AND PERRY ROAD.

A mile and a quarter of repairs, but practically new work, being a deviation to avoid a very rocky section, and involving sixty-seven rods of crosswaying. Operations were across lots five to ten and between the tenth and eleventh concessions of the township of Perry.

### MUSKOKA ROAD.

In the township of Perry two miles were most thoroughly improved; and in Gurd three-quarters of a mile was opened as a continuation of last year's work, and ending between lots fifteen and sixteen in the seventh concession.

### NIPISSING JUNCTION ROAD.

Two and a half miles were very substantially repaired and drained, making now an excellent highway between South East Bay and North Bay, and is extensively used at all seasons of the year.

### NORTH WEST ROAD.

Repairs to bridges and crossways in the township of Carling which were absolutely required to make the road in some degree passable.

### POVERTY BAY ROAD.

Necessary repairs to crossways and bridges between Ah-mic Harbor and Magnetawan.

### SINCLAIR ROAD.

Between lot number sixteen in the fifth concession and lot number two in the thirteenth concession, about seven miles of repairs were made, and the road put in very fair shape for travel.

### SINCLAIR AND FINLAYSON ROAD.

Five and three-quarters miles were repaired in the township of Sinclair, which forms part of this main road into Algonquin Park. Two miles were opened as an extension of the road, which now reaches, practically, Tea Lake on lot number twenty of Finlayson. The work is reported as well done.

### STEPHENSON AND MACAULAY T. L. ROAD.

This was a contribution to the municipality conditional upon the completion of certain work upon the town line named, and which the Department has assurance that it has been done.

### STISTED 15 AND 16 SIDE LINE ROAD.

The completion of road by opening a mile and a quarter through concessions seven and eight, of which 264 rods were through a low tamarac swamp.

### SPENCE AND CROFT ROAD.

Beginning at lot seventy-three, con. B, of the Rosseau and Nipissing road survey, this road is opened westward to the Croft road, on lot number eleven in the second concession of Croft, a length of about five miles. A considerable portion being through cleared land, it was easy of construction, and a large amount of work was therefore effected. The inspector writes that if opened another mile and a quarter to Ah-mic Harbor it would become an important leading highway.

### STRONG 4 AND 5 CON. ROAD.

Repairs were made across lots twenty-eight, twenty-nine and thirty, three-quarters of a mile; and an equal length chopped, grubbed and graded across lots twenty-five, twenty-six and twenty-seven. Owing to the roughness of the road allowance it became necessary to make a diversion upon lots twenty-six and twenty-seven into the fourth concession.

### WESTPHALIA ROAD.

One mile of very heavy work, involving a great deal of rock-blasting. It is from lot number twenty-two, through lots twenty-one and twenty of the second concession, and part of lot nineteen in the third concession of Himsworth.

### WILLETT ROAD.

A road forming a connection with the Parry Sound road and Parry Harbor, in the township of Foley. The length, which is somewhat less than a mile and a half, is over an exceedingly rough section, requiring many deviations before reaching Ross' Point, on the Georgian Bay, to form a connection with the new railway terminus. A first-class road has, however, been made.

### WILSON LAKE ROAD.

This was the opening of a new road from Mills' road (lot thirty-three, con. twelve, Mills), southerly for two and a half miles, so that teams might pass over it. A large amount of work was done for the comparatively small expenditure—\$101.75.

### WISAWASA AND BURFORD BRIDGES.

The renewal of two bridges on the Nipissing road, first built fourteen years ago. The Wisawasa bridge has a main opening of fifty-two feet and total length of sixty-four feet. The Burford bridge is a pile structure eighty-one feet long, and are both reported as excellently built.

### WOOD LAKE ROAD.

Five miles of repairs extending from the town line of Draper to Black River, in the township of Oakley.

### EAST DIVISION.

#### ABINGER AND MILLER T. L. ROAD.

Work has been extended from that of 1893 southward to the first lot of the eighteenth concession of Barrie, there connecting with a settlers' road. The length opened is a mile and a quarter, on which a bridge or high crossway four hundred and fifty feet long was required and constructed.

#### ADDINGTON ROAD.

Five miles of repairs were made from Kaladar Station, on the Canadian Pacific Railway northward over "Ball Mountains," and a bridge one hundred and seven feet long was rebuilt over Louse Creek. In the townships of Ashby and Sheffield fifteen miles were improved from the boundary between Mayo and Ashby eastward. This latter portion is more properly known as Mississippi road.

#### ANTOINE CREEK BRIDGE.

The renewal of a structure originally one hundred and forty feet long, but now reduced to one hundred feet, the balance of length being filled in permanently. It is on the Mattawa and Temiscamingue road, and the work is understood to be of a very substantial character.

#### ALICE 14 AND 15 CON. ROAD.

Repairs from lot number one eastward a mile and a half upon a road previously opened by settlers, but was in a very unsatisfactory condition.

#### ALICE 25 AND 26 SIDE LINE ROAD.

This road had also been opened roughly by the settlers southward through the ninth and tenth concessions, and is now farther improved over one mile of its length.



### ASHDAD AND CALABOGIE ROAD.

Three miles of repairs from Calabogie Village about the shore of Calabogie Lake, and again two miles northward, toward Mount St. Patrick. It is the leading road between the villages, and benefits a large number of settlers.

### BARRY'S BAY AND BELL'S RAPIDS ROAD.

Beginning about a mile and a half west of Barry's Bay, in the township of Sherwood, repairs were extended westerly towards Bells Rapids, on the Madawaska River, a distance of two and a half miles.

### BATTERSEA AND S. CROSBY ROAD.

The above named highway is one beginning at Battersea (lot 11, concession 9) in the township of Storrington, and continuing in a northeast direction through the said township to Jones' Falls, on the Rideau canal, in the township of South Crosby. Three miles have been improved, thus putting the same in very fair condition.

### BEDFORD CENTRE ROAD.

This road commences at lot number eight in the seventh concession, extending to lot twenty in concession twelve of Bedford, a length of seven miles, of which four miles were substantially repaired. It is a road used chiefly in conveying milk to cheese factories.

### BOBCAYGEON ROAD.

That portion of the above road opened this year is in lieu of a section some seven or more miles in length, which, though opened roughly many years ago was never regarded as travelable; and this difficulty was increased by the damming of waters of Mud Lake and others, rendering the road in many places impassable. The work was begun at lot two, concession A, Ridout; thence northerly to lots five and six, concession nine, and onward to lot three, concession ten, which is about half a mile south of the Baysville road, the length being seven and a half miles. The Messrs. Gilmour Company subscribed \$500 towards the work, which, with the Government grant, has opened what, with some further work, will be a fairly good road; and, it is said, will permit the settlement of perhaps many now vacant lots.

### BONNECHERE AND KILLALOE ROAD.

The opening of a new road from lot number thirty of North Algona in a south-westerly direction to the boundary between North Algona and Hagarty; thence south along said boundary to the eighth concession—a mile and a half, and intended to be a road to Killaloe Station, on the Ottawa and Parry Sound Railway, though not yet completed.

### BONFIELD 6 AND 7 CON. ROAD.

This is also a new work, dating from last year's operations (lots twenty-two and twenty-three), and opened eastward two miles, and properly graded. Over Spark's creek, on this line, a bridge was built sixty-two feet long with a twenty-five feet main opening.

### BONFIELD 25 AND 26 SIDE LINE ROAD.

A mile and a quarter of new and heavy work through the fifth and sixth concessions of the side-line named. It is intended that this road tap the township of Boulter and reach some fifty settlers.

## BROMLEY 3 AND 4 PROOF LINE ROAD.

Another new road situate on the above proof line of Bromley, in the sixth and seventh concessions. It is a mile and a quarter in length, well grubbed and graded, and reduces the distance to Douglas for many settlers and travellers.

## BRUDENELL AND LYNDON ROAD.

Eight miles of repairs from Rockingham on the Peterson road northward towards Wilno in the township of Hagarty. This becomes an outlet to the Ottawa and Parry Sound Railway for settlers in Raglan and the south part of Brudenell.

## BUCKHORN ROAD.

A general course of repairs over twenty-four miles from the Monck road southward through the townships of Cavendish and Harvey; and five miles also from Gooderham northward to meet the work of last season.

## BURLEIGH ROAD.

About two miles of improvements including a deviation south of Haultain P. O. A bridge was also erected over Eel's creek, at Brown's Falls, one hundred and eighty feet long, with a main span of thirty-three feet in the clear.

## CALVIN AND PAPINEAU T. L. ROAD.

This work was from the Canadian Pacific Railway, between concessions five and six of Calvin and thirteen and fourteen of Papineau, extending south, a mile and a quarter of heavy construction.

## CALDWELL No 1 ROAD.

Commencing at the boundary between Kirkpatrick and Dunnet, where work ended last year, the road has been opened westward along the north boundary of the Canadian Pacific Railway to Warren Station; a length of one mile of entirely new work through heavy bush. With the balance of the appropriation the old road between Verner and Warren, nine miles, was repaired and considerably improved.

## CALDWELL No. 2 ROAD.

On this road work began on what is known as the Salter Line, and at lot number two and the concession line between one and A, and was continued north one mile to the line between the lots one and two, new entirely. Again, a road was opened from the point first mentioned westward—on Salter Line—across lot number two, and thence south to Veuve River, nearly three-quarters of a mile. This latter portion reaches a settlement hitherto without a road of any description.

## CALVIN 5 AND 6 CON. ROAD.

This is a work consisting of a quarter of a mile of new road and two and a half of repairs. Repairs were from Mattawa and Callender road southward on the line indicated; the new work being across lot number six on the town line.

## CARLOW ROAD.

Three miles of repairs from what is called "Monteagle Turn" northward towards Combermere. Five slight deviations were made to improve this highway, which is the leading one to Barry's Bay station on the new railway.

## CAVENDISH ROAD.

Repairs were made over seven miles from lot twenty-four, concession fourteen, to lot nine and between concessions fourteen and fifteen of Cavendish. Again, from lot nine to lot thirteen a mile of new road was opened; and on what is called Jackson's road two miles were repaired.

## CAVENDISH ROADS.

Beginning at the boundary between Galway and Cavendish at lot number one, in the eighteenth concession, six miles were repaired eastward to the Buckhorn road. Repairs were also made between lots ten and eleven through concessions nine, fifteen and sixteen, making about eight miles of work altogether.

## CAWLEY ROAD.

A road from the Opeongo road about five miles west of D'Acre (free grant lot fifty-four), in Grattan, extending southwesterly, a mile and a quarter of which was repaired.

## CHISHOLM ROAD.

A mile and a quarter of new work, dating from the Wisawasa road (lot eleven, concessions sixteen and seventeen, Chisholm) eastward. Some twenty or thirty settlers are accommodated in this instance, but the inspector says that to further open it a bridge is required over Wisawasa creek on the same line.

## CLARENDON ROAD.

Repairs from Frontenac road (lots thirty-one and thirty-two, concession 6, Clarendon), eastward to the first concession, a length of about five miles. The improvement mentioned enables settlers to deliver milk to the cheese factories at Plevna.

## CLARENDON STATION AND MOBERLY ROAD.

Three miles repaired from lot twenty-nine, concession seven, Oso, to lot twenty-eight in the fourth concession of the same township. This portion had been previously cut out and made passable by the inhabitants.

## CONNELL'S ROAD.

A new road opened from lot seven in the sixteenth concession of Bedford, southward to lot number one in the same concession, to intersect the Opinicon Lake road and thus connecting two settlements—namely, Bedford Mills and Opinicon Lake. The length opened was three miles.

## COUCH ROAD.

A winter road from the third concession of Chandos, northward to Loon Lake—some two miles or more.

## DALTON AND WASHAGO ROAD.

Repairs over about five miles between the townships of Rama and Morrison.

## D'ACRE AND ADMASTON ROAD.

From the boundary between Grattan and Admaston three miles of repairs were made eastward. The road is on or near the line between eighteen and nineteen of Admaston.



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DEVIL LAKE ROAD AND BRIDGE.

Repairs were made over four miles of this road which is in the township of Glamorgan. Over Burnt River what is called Simmon's bridge, on the Snowdon road near Irondale, a bridge about twenty-five years old was renewed from low water line, and its length reduced to one hundred and two feet.

Furnace Falls Bridge, on the line of the Monck road, about three miles west of Irondale, was also thoroughly repaired by renewing abutments twelve feet in each case and covering one hundred and thirty-four feet.

## DUNNET ROAD.

This work was commenced at the Canadian Pacific Railway boundary of Warren Station (lot two, concession six, Dunnet), and continued south about half a mile, improving a road built by the Imperial Lumber Co.; thence work was continued south one mile to the line between concessions four and five; and thence westward on the last named line to lot number five, completing thus two miles of new road and half a mile of repairs.

## ELDON 8TH CON. ROAD.

Two and a half miles graded and improved between lots sixteen and twenty-one.

## ELDON 4TH CON. ROAD.

This grading and gravelling is a mile and a quarter long, reaching from lot six to lot number eight.

## FARADAY ROAD.

From lot nineteen, concession two, northward to lot nineteen, concession eleven, Faraday, eight miles were fairly repaired. It is a leading road from the central portion of the township to the railway at Coe Hill.

## FERRIS 10TH CON. ROAD.

Two miles of road opened, beginning at lot number nineteen, and ending at lot twenty-eight. This opens a road to Callender which was the object sought.

## FRONTENAC AND GRIFFITH ROAD.

Repairs from the south boundary of Mattawatchan northward seven miles. This is the only road the settlers have to their county town and market.

## GALWAY 4 and 5 CON. ROAD.

From the Bobcaygeon road eastward two miles were repaired; and one mile was opened from lot number four eastward to lot number seven. One mile of repairs were also effected on Nogie's Creek road from its intersection with the above, southerly.

## GALWAY ROADS.

Seventeen miles of roads received general repairs in the above township—namely: six miles from the Bobcaygeon road eastward between concessions twelve and thirteen; three miles along what is locally known as "French line;" six miles on "Queen's line," and two miles on Swamp Lake road.



### GANNON'S NARROWS ROAD.

The repair of two miles, from Sandy Point southward to the Ferry ; the chief work being, however, three hundred feet of stone-filling into the water, as approaches to the wharf or boat landing. The work was commenced last year but unfinished for lack of money.

### GLAMORGAN 5 CON. ROAD.

Five miles of repairs were made at various points on this road, with the renewal of portions of a bridge. A bridge one hundred and two feet long was also built over Burnt River on the Burleigh road, to replace an original structure nearly sixty feet longer than the present one, the balance having been made permanent by earth and stone filling.

### GRATTAN 6 CON. ROAD.

Work was commenced on the west side of lot number eighteen, and extended to the east side of lot fifteen, one mile of new work, including a bridge eighty-five feet long, built over a stream on lot seventeen.

### HAGARTY AND NORTH ALGONA ROAD.

This is one and three-quarters of a mile of new work from Killale Station, on the Ottawa, Arnprior and Parry Sound Railway—namely, one mile on the road allowance between lots five and six, and three quarters between the fifth and sixth concessions of Hagarty.

### HAGARTY 3 CON. ROAD.

Two miles repaired on this line from lot twenty-one westward, and one mile also repaired from lot thirty-one westward. The road was a very bad one.

### HAGARTY 8 CON. ROAD.

A mile of new road opened from lot number twenty-four eastward on the above mentioned concession line.

### HARVEY 28 AND 29 ROAD.

Three-quarters of a mile of valuable work from Bobcaygeon road eastward, in grading the entire distance.

### HASTINGS ROADS.

The following roads in the County of Hasting have this season received repairs :—A road from lot twenty-nine, concession three, Faraday, northerly one mile. On Snow road east of Brennan's bridge over York Branch two and a half miles were repaired, and which with a small municipal grant also expended has made the road a fair one. On the Limerick line between concessions two and three of Dungannon, three miles of repairs were made over the worst portions and now said to be in good general condition.

Six miles of repairs were also made over what is called Gilmour and Cashel road. On Bell's Rapids road in the township of Bangor another six miles were more or less improved. A bridge was built over a stream in the seventh concession of McClure, on the Papineau Lake settlement road, and the municipality has, I understand, arranged for a grant to complete the road, and make the bridge approaches. Again, repairs of three and a half miles were made on Lake township road from lot twenty-eight, concession three, Marmora, thence northward to the boundary and into lot one, concession three, Lake ;

and again north-easterly to about lot three, concession four, making a very good road into the Airhart Settlement in the township of Lake. Lastly, Mud Creek bridge on the Hastings road in Herschel, which has a total length of nine hundred and ten feet was renewed for three hundred and sixty feet, leaving the balance unfinished for lack of funds. The foregoing represents twenty-two miles of repairing, outside the bridge work which seems to be very satisfactory for the amount spent.

#### HASTINGS ROAD.

On the Hastings road proper repairs were made from about two miles north of Rathbun Station to near Bancroft, a length of about fifteen miles; and again from about two miles and a half north of Maynooth, four and a half miles were repaired northward. A bridge was also re-built over York River, one mile south of Bancroft, one hundred and twenty feet long, having one span of sixty feet and another of thirty feet. This same road was also extended into the township of Murchison from lot twenty-seven, concession thirteen Lyell, north to the Egan Estate depot, a distance of about three miles, chopped out twenty feet wide and levelled ten feet wide, making it fairly passable for waggons, and opening a road to the Ottawa, Arnprior and Parry Sound Railway.

#### HAWLEY ROAD.

A road extending from the Hastings road on the south side of Bird's creek eastward into the township of Monteaule. Three and a half miles were repaired to lot twenty-two of the second concession, and includes a log bridge over Bently's creek sixty feet long.

#### HEAD TOWNSHIP ROAD.

Grading from lot number twelve, concession B of Head township, east half a mile and west half a mile. A heavy hill on lot number twelve was very much reduced in slope and with other work represents about a mile and three-quarters of repairs.

#### HINCHINBROOKE ROAD.

Repairs were commenced at lot number six in the seventh concession of Hinchinbrooke, and continued southward into the township of Portland towards the Frontenac road, a length of three miles, used largely as a cheese factory road to Verona.

#### HUGEL AND BADGEROW ROAD.

Three miles were opened on this road which is on the town line between Caldwell and Kirkpatrick, and also between Hugel and Badgerow. Work was begun at the Canadian Pacific Railway boundary and continued north. It was of a very heavy character of work throughout, but understood to have been well performed.

#### JACK'S LAKE ROAD.

A continuation from last year's operations, a mile and a half in a southerly direction of new road.

#### JUNCTION CREEK BRIDGE.

A structure three hundred and twenty feet long, with a width of eighteen feet and a side walk four feet wide added. This bridge is over the above-named creek, and is on the line of the Sudbury and Wahnapiet road. The municipality of Sudbury contributed \$350 on account of the extra width of the bridge and sidewalk which was regarded as a necessity, the bridge being in the precincts of the village.

## LAVANT BRANCH ROAD.

One mile of new work in the township of Darling, from lot number twelve in the third concession eastward across lots ten to twelve inclusive, opened thirty feet and graded sixteen feet.

## LOUGHBORO' ROAD.

The repairing of one mile on the town line between Loughboro' and Portland from the south boundary of the first mentioned township northward, largely a cheese factory road.

## LYNDOCH AND SEBASTOPOL ROAD.

Four miles repaired from lot number one in the first concession of Sebastopol southwesterly into the township of Lyndoch, the road being a leading one into a German settlement in the latter named township.

## MATTAWA AND CALLENDER ROAD.

Repairs in the townships of Calvin and Papineau, amounting to four and a quarter miles.

## MAYO AND CARLOW ROAD.

From the south boundary of Carlow, repairs were made to McArthur's Mills—that is to say, between lots twenty and twenty-one southward, ending on lot twelve, concession thirteen of Mayo, the distance being three and a half miles. A bridge was also built over the Mississippi branch of York River, seventy feet long with main opening of thirty-six feet, supported by two piers each seventeen feet high.

## MINK LAKE ROAD.

A road from the twelfth concession and between lots ten and eleven of Wilberforce, southward to Mink Lake, and thence eastward about its west shore. Its length of a mile and three-quarters was very well repaired.

## MISSISSIPPI BRIDGE.

A bridge in Palmerston near the railway crossing (lot ten, concession nine), and not yet completed as the work could be done with more economy in winter.

## MONCK ROAD.

The improvement of nine and a half miles from Sebright westward, over a portion which for twelve years had been neglected, but now is in a very good state of repair.

## MOOR'S FALLS BRIDGE.

The renewal of a bridge on Cameron road in the township of Lutterworth. The original structure was three hundred and forty-five feet long, but by changing the location somewhat and taking advantage of a small island the length has been reduced to two hundred and thirty feet. By obtaining timber during the winter and the exercise of due economy the work was done for a less sum than was estimated.

## MOUNT ST. PATRICK AND OPEONGO ROAD.

From lot number one of the fourteenth concession of Brougham northward to the Opeongo road, four miles of substantial repairs were effected.



### MOUNTAIN ROAD.

Repairs in the township of Stafford, and extending westward to Shaw's Mill at the outlet of Lake Doré—some three miles.

### MUD LAKE AND BOLSOVER ROAD.

Six miles of repairs from the second concession of Eldon northward into the township of Carden.

### NORTH ALGONA 5 AND 6 SIDE LINE ROAD.

Improvements extending over four miles from lot number seven of North Algona, northward, on or near the road allowance between lots five and six. This work is of great advantage to the settlers in that locality who are mostly Germans.

### NOGIE'S CREEK ROAD.

Five miles of general repairs in the townships of Harvey and Galway.

### NORTH BAY AND TEMISCAMINGUE ROAD.

The work in this instance was in the townships of Dymond and Harris on Lake Temiscamingue where settlement is taking place with considerable activity and where no roads existed. Three have this season been opened into lands now occupied or applied for, namely:—A road named West Dymond and Kerns, opened from lot number nine, west between concessions one and two, to about centre of lot seven; thence in a north-west direction to the line between lots four and five which it strikes about the middle of the third concession, and thence north through the last mentioned concession a length of four miles and a half. Again, North Dymond and Harly road was opened from about the point of commencement of the first named road, and made north on the line between lots eight and nine into the fifth concession, and is three miles in length. Lastly, Harris road was constructed from the same point of commencement easterly and southerly about the shore of Wabis Bay to Dawson's Point in A concession of the township of Harris, and is four miles long, making altogether eleven and a half miles of new work.

### NORTH HARVEY ROAD.

About ten miles of substantial repairs eastward towards Burleigh road. A bridge was also built over Squaw River.

### NORTH METHUEN ROAD.

Two miles of road made in the township of Chandos through concessions ten to fourteen, from the point between lots twenty-four and twenty-five.

### NOSBONSING AND SOUTH EAST BAY ROAD.

From lot number twenty, between the first and second concessions of Ferris, a road two miles long has been opened in a westward direction, towards South East Bay of Lake Nipissing; crossing Booth's Railway at what is called Willett's. A further opening of a mile and a quarter would complete the road and be available for some seventy-five settlers near Lake Nosbonsing.

### NOSBONSING AND THORNCLIFFE ROAD.

Seven miles of repairs from Thorncliffe eastward and parallel with the Canadian Pacific Railway.



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#### OLDEN AND SHARBOT LAKE ROAD.

The improvement of two and a quarter miles which had been cheaply opened two years ago. It is in the township of Olden (from lot 11, concession 10, to lot 12, concession 8), and is valuable to persons living in the eastern portions of the township when travelling to and from Sharbot Lake station of the C. P. Railway.

#### OPEONGO ROAD.

Five miles of repairs in the townships of Grattan and Brougham.

#### OSO AND BEDFORD ROAD.

A new road from the south-west angle of the township of Oso, eastward between Oso and Bedford to the line between concessions two and three Bedford; and thence south on said line to that between lots thirty-one and thirty-two of the latter township—altogether a mile and a quarter.

#### PAPINEAU 10 CONCESSION ROAD.

Two portions were in this case opened, one being from lot twenty-one eastward to lot fourteen through a very rough section of country to open a road to Mattawa; and the second was opened between lots ten and fourteen through a swampy district—total length two and three quarters miles.

#### § PAPINEAU 10 AND 11 SIDE LINE ROAD.

The opening of a new road from the seventh to the tenth concessions, and length about a mile and a quarter.

#### PARHAM AND SHARBOT LAKE ROAD.

Repairs were commenced at lot number twenty-five of the third concession of Hinchinbrooke, and extended northerly towards Sharbot and St. George's Lakes—eight miles.

#### PEMBROOKE AND MATTAWA ROAD.

A mile and a quarter was thoroughly repaired in the township of Maria, and a bridge built over Bissett's creek to renew one erected some twenty-eight years ago.

#### PERTH ROAD.

Repairs from Loughboro' Lake bridge extending northerly some seven miles.

#### PETEWAWA AND ALICE T. L. ROAD.

This work was chiefly the construction of a bridge over a creek and ravine on the town line indicated. Its main span is twenty-five feet, abutments twelve feet high and width eighteen feet. Some repairs were also made upon the road.

#### PETEWAWA 15 AND 16 SIDE LINE ROAD.

Three-quarters of a mile of repairs in the third and fourth concessions of Petewawa on the side-line mentioned.

### RAGLAN AND SNAKE CREEK ROAD.

The repair of three and a half miles from lot twenty-four of the twelfth concession to lot twenty-seven in the sixth concession of the township of Raglan. It is between two German settlements—one in Raglan, the other in Denbigh.

### REID ROAD.

From lot number eight, concession sixteen, to lot number sixteen, concession fifteen, two miles and a half of general and substantial repairs were made.

### ROLPH ROAD.

A continuation of work from last year's operations westward about two miles, thus giving an outlet for settlers to the Canadian Pacific Railway, from Des Joachim and for those also on the east side of the Ottawa River.

### ROLPH AND BUCHANAN ROAD.

A road cut out by the settlers from Chalk River Station in Buchanan to the Ottawa River, and this year improved from a point a mile east of the station, a mile and a quarter, and said to be of great importance to the settlers.

### ROSS ROAD.

The repair of two and a half miles on the boundary between Ross and Horton and another mile of work in repairing heavy hills on the fifth concession of Ross.

### ROUND LAKE ROAD.

This was a quarter of a mile of heavy blasting in Belmont on the ninth and tenth concession line. The County of Peterboro' and township of Belmont contributed \$25 each, making the Government outlay \$100 only.

### SANDY LAKE ROAD.

Three miles of improvements from lots nine and ten, concession ten Harvey, westward.

### SANDY POINT ROAD.

A small sum granted to complete an unfinished work of last season. A mile and a half of work has made the road to the lake, which was very desirable in the interests of the district.

### SEBASTOPOL AND LYNDOCH ROAD.

Four miles of repairs from Vanbrugh on the Opeongo road in Sebastopol southwesterly. It is now a good waggon road over the distance mentioned.

### SHARBOT LAKE BRIDGE.

Repairs to a floating bridge built fourteen years ago, and rendered necessary in consequence of the falling of water in the lake. A portion resting upon rock was raised and other changes effected.

### SHIELD'S PIT ROAD.

The grading of three and a half miles opened last year from near railway crossing at Eaclaire to the next crossing on the way to Ruther Glen.

### SILVER LAKE ROAD.

A road cut out by settlers and this year repaired from lot number eight in the fourth concession of South Algona eastward, two miles, to what is known as Telegraph road,—a great advantage to a German settlement near Silver Lake.

### SOMERVILLE ROADS.

Three sections were wrought over and very much improved, the first being from lot eight, concession thirteen southerly four and a half miles upon what is locally called "Finlan road." The second section was on the Base line, about one mile south of Monck road and received four miles of repairs. Section number three embraced about eight miles of improvements, reaching from about half a mile south of Monck road to "Howe's Settlement."

### SOUTH ALGONA 24 AND 25 SIDE LINE ROAD.

Repairs upon the line mentioned from its intersection with the Ottawa, Arnprior and Parry Sound Railway northward to or near Golden Lake.

### SOUTH ALGONA 3 CON. ROAD.

A mile and a half of mostly new work, a small portion only having been in any degree before opened. It is from the "Telegraph road" (between lots ten and eleven, concession three), in South Algona south to the end of the third concession, and thence west on the last-named concession line for three-quarters of a mile.

### SOUTH MOUNTAIN ROAD.

Certain repairs on lot number four in the twelfth concession of Brougham. It is a matter of deep regret that, while engaged in the work, Mr. M. Kennelly, the overseer, broke his leg and was unable to proceed.

### SPRINGER ROAD.

A continuation of last year's work between lots one and two, Springer, southward to Lake Nipissing. Three-quarters of a mile was opened, and one mile of last year's ditching was deepened in order the better to drain the road and lands adjoining.

### STURGEON RIVER AND SMOKY FALLS ROAD.

The further opening of two and three-quarters miles from the end of last year's work north-easterly to Smoky Falls in the township of Springer. One mile of repairs was also made.

### SUDBURY AND NEELON ROAD.

From the village of Wahnapiatae westward toward Sudbury, a mile and a half was opened, and two miles repaired.

### THORNCLIFFE AND NORTH BAY ROAD.

Four miles of substantial repairs from the Trout Lake and Nipissing Junction road westward, and reaching almost to the easterly limit of North Bay.

### TROUT LAKE ROAD.

One mile opened between concessions A and B, Widdifield, and four and a half miles of the existing road were repaired.

### VANBRUGH AND LAKE CLEAR ROAD.

Repaired from Vanbrugh on the Opeongo road about the west end of Lake Clear, three and a half miles. The road was, in many places, so "gullied" as to be unsafe for travel.

### VANSICKLE ROAD.

One mile of road opened from the boundary line of Methuen (lot three concession one) northerly; and a mile and a half repaired on a continuation of the same.

### VERNER AND BADGEROW ROAD.

The opening of six miles from the Canadian Pacific Railway boundary in Caldwell north, between lots nine and ten, into the township of Badgerow to meet the requirements of settlers and those intending to make homes in those townships.

### WESTPORT AND MISSISSIPPI ROAD.

Three miles of repairs from a point about six miles north of the south boundary of South Sherbrooke, northward to Moberly Station, on the Canadian Pacific Railway.

### WHITE LAKE ROAD.

Repaired over ten miles from lot number thirteen in the third concession of Bedford, southerly to Bedford Station, of the Kingston and Pembroke Railway. It is the main road in that vicinity.

### WIDDIFIELD (GARVIN) ROAD.

Three miles and a half of repairs from lot number seventeen, concession A, Widdifield, eastward.

### WIDDIFIELD 5 AND 6 PROOF LINE ROAD.

A road roughly cut out some years ago. This year's work was from concession 12 twelve north on the proof line indicated for three-quarters of a mile through a low swampy portion requiring brushing, ditching and gravelling.

### WILBERFORCE, 30 AND 31 SIDE LINE ROAD.

This line was improved through concessions twenty to twenty-three—two and a half miles. It is an outlet for a number of settlers in the north-westerly part of the township.

### WISAWASA ROAD.

From the end of last year's work one mile has been opened, the road now ending at concession thirteen, between lots five and six, Chisholm. A bridge over Spark's creek, with an opening of thirty-four feet, was also built.

### WOERMKE'S ROAD.

Commencing at lot number ten, in the seventh concession of Sebastopol, repairs were made westward a mile and a quarter, involving a considerable amount of blasting of rock and boulders, the line being very rough and broken.

### WYLIE ROAD.

A road from Chalk River Station, of the Canadian Pacific Railway, north-easterly along and near the railway into the township of Wylie, now repaired and improved over four miles of the length.



# SUMMARY OF EXPENDITURE ON COLONIZATION ROADS AND BRIDGES IN THE YEAR 1895.

Name of work.	Departmental expenditure.		Municipal and other grants and refunds.
	\$	c.	\$ c.
NORTH DIVISION.			
Atwood.....road		760 24	
Barwick and Dobie .....		800 00	
Bidwell and Green Bay .....		299 82	
Birch Lake Settlement.....		565 84	
Bonheur .....		400 00	
Bridge repairs, West Algoma.....		1,527 98	
Campbell, 10 and 11 Con.....road		500 00	
Cariboo Lake .....		506 05	
Carpenter and Lash.....		730 00	
Cartier .....		570 00	
Chelmsford and Balfour .....		491 06	
Chelmsford (balance of 1894) .....	bridge	44 48	
Clark's .....		251 06	
Coffin, 2 and 3 Con .....	road	602 20	
Crozier and Lash (balance of 1894) .....		4 84	
Crozier and Lash .....		1,580 00	
Day Mills and Dayton.....		201 00	
Dean Lake and Mississaga.....		396 10	
Exploration (balance of 1894).....		62 32	
Gore and Providence Bay .....	road	522 37	
Grand Portage .....		202 64	
Grassy River bridge and .....		1,332 30	
Houghton and Wells .....		495 38	
Honora Bay .....		736 00	
Ignace and Sturgeon Falls' Trail .....		870 00	
Inspection (balance of 1894) .....		217 85	
Inspection .....		3,610 00	
Isbester Station .....	road	988 73	
Lake Wolesley .....		505 50	
May and Hallam .....		200 00	
May, 1st Con .....		500 00	
Massey and Birch Lake .....		500 57	
Mississaga Ferry (balance of 1894).....		26 64	
Morley Township (balance of 1894).....	roads	8 49	
" .....		240 00	
Oliver Township (balance of 1894) .....		2 54	
" .....		480 00	
Quimet and Black Bay .....	road	99 65	
Patton .....		501 35	
Pigeon River (balance of 1894) .....		7 81	
Pine Portage .....		6 30	
" .....		598 74	
Port Lock and Desert Lake .....		300 90	
Prince and Parke T.L. ....		500 57	
Rainy River.....		2,250 00	
Rayside .....		501 78	
Rossland .....		518 40	
St. Joseph Island.....roads		893 63	
Sand Lake and Kawawagamog Trail.....road		559 46	
Shoal Lake and Bad Vermillion .....		1,124 36	
Slate River Valley .....		506 87	
Spanish River road and bridge (balance of 1894).....		13 60	
Spanish River .....	road	754 69	
Stanley and Kakabeka Falls.....		619 21	
Sudbury and Whitefish .....		504 50	
Ten Mile Point .....		518 82	
Thessalon .....	bridge	161 00	
Thessalon and Bright .....	road	499 72	
Thessalon River .....	bridge	620 00	
Wells' .....	road	504 37	
Whitefish Valley .....		891 07	

## SUMMARY OF EXPENDITURE.—Continued.

Name of work.	Departmental expenditure.	Municipal and other grants and refunds.
	\$ c.	\$ c.
NORTH DIVISION.—Continued.		
Whitewater Lake ..... road	505 59	
Woodyatt (balance of 1894) .....	33 03	
Woodyatt.....	480 00	
Worthington and Whitefish .....	500 00	
	36,707 42	
WEST DIVISION.		
Alsace ..... road	500 05	
Baysville .....	499 25	
Bethune, 12 Con.....	325 54	
Burk's Falls .....	500 01	
Cardwell (balance of 1894) .....	20 13	
Christie.....	691 88	
Christie and Humphrey T.L.....	380 00	
Conger, 10 and 11 Con.....	100 01	
Croft and Chapman ..... bridge	200 00	
Doe Lake..... road	300 00	
Doudle and Barton .....	300 75	
Distress River.....	200 00	
Edgington .....	409 68	
German.....	514 94	
Hagerman .....	101 00	
Haystead .....	404 43	
Housey's Rapids (balance) ..... bridge	42 64	
Indian Peninsula ..... roads	1,534 29	
Inspection .....	1,542 95	
Kearney, No. 1 .....	297 30	
Kearney ..... bridge	768 20	
Machar, 5 and 6 S.L..... road	790 52	
Machar, 10 and 11 S.L.....	253 83	
McKellar Centre .....	753 98	
Macauley and Stephenson T.L.....	200 00	
McMurrich, 30 S.L.....	191 00	
Mills and Wilson .....	504 01	
Monck, 10 and 11 S.L.....	252 37	
Monteith and Perry.....	488 08	
Muskoka .....	812 66	
Nipissing Junction .....	499 98	
North-West.....	100 00	
Port Cockburn .....	100 00	
Poverty Bay .....	82 17	
Sinclair .....	200 07	
Sinclair and Finlayson.....	1,257 84	
Spence and Croft .....	500 00	
Stisted, 15 and 16 S.L.....	452 70	
Strong, 4 and 5 Con .....	251 07	
Westphalia .....	500 12	
Willett .....	795 00	
Wilson Lake .....	101 75	
Wisawasa and Burford ..... bridges	481 01	
Wood Lake ..... road	498 00	
		19,699 21
EAST DIVISION.		
Abinger and Miller T.L ..... road	499 99	
Addington .....	1,009 01	
Alice, 14 and 15 Con.....	193 95	
Alice, 25 and 26 S.L.....	291 00	
Antoine Creek..... bridge	749 90	
Ashdad and Calabogie..... road	714 50	
Barry's Bay and Bell's Rapids .....	500 00	

SUMMARY OF EXPENDITURE.—*Continued.*

Name of work.	Departmental expenditure.		Municipal and other grants and refunds.]
EAST DIVISION.— <i>Continued.</i>	\$ c.	\$ c.	\$ c.
Battersea and South Crosby .....	road	503 78	500 00
Bedford Centre .....	"	485 91	
Bobcaygeon .....	"	662 71	
Bonfield, 6 and 7 Con .....	"	587 91	
Bonfield, 25 and 26 S.L .....	"	472 57	
Bonnechere and Killaloe .....	"	506 20	
Bromley, 3 and 4 proof line .....	"	403 25	
Brudenell and Lyndoch .....	"	495 98	
Buckhorn .....	"	608 42	
Burleigh .....	"	497 34	
Caldwell, No. 1 .....	"	700 01	
Caldwell, No. 2 .....	"	487 61	
Calvin, 5 and 6 Con .....	"	507 49	
Calvin and Papineau T.L .....	"	400 48	
Carlow .....	"	309 55	
Cavendish .....	"	585 00	
Cavendish .....	roads	627 00	
Cawley .....	road	280 00	
Chisholm Township .....	"	499 72	
Clarendon .....	"	302 56	
Clarendon Station and Moberly .....	"	300 00	
Connell's .....	"	600 00	
Couch .....	"	100 00	
D'Acre and Admaston .....	"	600 46	
Dalton and Washago .....	"	250 40	
Devil Lake bridge and .....	"	895 25	
Dunnet .....	"	500 00	
Eldon, 4th Con .....	"	158 50	
Eldon, 8th Con .....	"	150 25	
Faraday .....	"	300 00	
Ferris, 10 Con .....	"	487 25	
Frontenac and Griffith .....	"	522 08	
Galway .....	roads	612 63	
Galway, 4 and 5 Con .....	road	385 00	
Gannon's Narrows .....	"	300 06	
Glamorgan, 5 Con .....	"	656 69	
Graham (balance of 1894) .....	"	28 15	
Grattan, 6 Con .....	"	301 14	
Hagarty, 3 Con .....	"	606 67	
Hagarty and North Algona T.L .....	"	395 25	
Hagarty, 8 Con .....	"	300 65	
Harvey, 28 and 29 .....	"	201 26	
Hastings .....	"	1,330 21	
Hastings .....	roads	1,084 10	
Hawley .....	road	180 00	
Head Township .....	"	300 95	
Hinchinbrooke (Flats) .....	"	404 25	
Hugel and Badgerow .....	"	1,313 94	
Inspection .....	"	3,022 45	
Jack's Lake .....	road	302 66	
Junction Creek .....	bridge	1,344 04	
Lavant .....	road	402 00	
Loughboro' .....	"	199 75	
Lyndoch and Sebastopol .....	"	300 00	
Mattawa and Callender .....	"	760 03	
Mayo and Carlow .....	"	501 12	
Mink Lake .....	"	200 50	
Mississippi .....	bridge	750 00	
Monck .....	road	750 68	
Moor's Falls .....	bridge	959 05	

## SUMMARY OF EXPENDITURE.—Continued.

Name of work.	Departmental expenditure.		Municipal and other grants and refunds.
	\$	c.	\$ c.
EAST DIVISION.—Concluded.			
Mountain.....road		151 70	
Mount St. Patrick and Opeongo .....		412 00	
Mud Lake and Bolsover .....		500 24	
Nogies' Creek .....		499 40	
North Bay and Temiscamingue.....		1,477 67	
North Algona, 5 and 6 S.L.....		301 08	
North Methuen .....		403 35	
North Harvey.....		601 95	
Nosbonsing and South East Bay .....		747 12	
Nosbonsing and Thorncliffe .....		309 10	
Olden and Sbarbot Lake.....		152 41	
Opeongo .....		505 90	
Oso and Bedford T.L .....		400 59	
Papineau, 10 Con .....		1,000 68	
Papineau, 10 and 11 S.L.....		499 57	
Parham and Sbarbot Lake.....		402 62	
Pembroke and Mattawa .....		300 25	
Perrault Settlement and Douglas (balance) .....		15 30	
Perth.....		601 47	
Petewawa and Alice T.L .....		299 71	
Petewawa 15 and 16 S.L.....		254 86	
Raglan and Snake Creek .....		404 50	
Rattan (balance) .....		15 00	
Reid .....		328 81	
Rolph .....		399 22	
Rolph, Buchanan and Wylie.....		395 68	
Ross .....		349 96	
Round Lake .....		100 00	50 00
Sandy Lake.....		195 83	
Sandy Point .....		153 12	
Sebastopol and Lyndoch.....		300 00	
Sharbot Lake .....	bridge	201 32	
Shields' Pit .....	road	498 42	
Silver Lake .....		400 90	
Somerville .....	roads	502 79	
South Algona, 24 and 25 S.L.....	road	149 75	
South Algona, 3 Con .....		507 96	
South Mountain.....		140 25	
Springer (balance).....		29 00	
Springer .....		388 00	
Sturgeon River and Smoky Falls.....		600 00	
Sudbury and Neelon.....		513 21	
Thorncliffe and North Bay.....		397 25	
Trout Lake .....		589 00	
Vanbrugh and Lake Clear.....		505 10	
Vansickie.....		202 00	
Verner and Badgerow .....		1,848 06	
Wahnapiatae .....		17 00	
Westport and Mississippi .....		329 13	
White Lake.....		775 30	
Widdifield (Garvin) .....		302 62	
Wilberforce, 5 and 6 P.L.....		401 21	
Wilberforce, 30 and 31 S.L.....		500 00	
Wisawasa .....		598 49	
Woermke's .....		300 00	
Wylie .....		502 40	
Less refund from Brudenell road of 1894 .....		60,308 51	
		8 55	
		60,299 96	



SUMMARY OF EXPENDITURE.—*Concluded.*

Name of work.	Departmental expenditure.		Municipal and other grants and refunds.
	\$ c.	\$ c.	\$ c.
RECAPITULATION.			
I. North Division .....	36,707 42		
II. West Division .....	19,699 21		
III. East Division .....	60,299 96		
Total Departmental Expenditure.....		116,706 59	
MUNICIPAL AND OTHER GRANTS AND REFUNDS REFERRED TO IN SUMMARY.			
County of Peterborough .....	25 00		
Belmont Township.....	25 00		
Gilmour Company .....	500 00		

HENRY SMITH,

Superintendent of Colonization Roads.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1895.

## APPENDIX No. 35.

List of Persons holding Culler's Licenses issued under The Ontario Cullers' Act, 31st  
December, 1895.

Name.	P. O. Address.	Name.	P. O. Address.
Anderson, M. M. ....	Almonte.	Bray, James.....	Kinmount.
Allan, James D.....	Bracebridge.	Bissell, George Thomas .....	Trenton.
Appleton, Erwin B.....	Bracebridge.	Baxter, Richard.....	Deseronto.
Albert, Andrew.....	Ottawa.	Breeaugh, Edward.....	Deseronto.
Adams, J. Q.....	Longford Mills.	Boyd, George A.....	Thessalon.
Anderson, Patrick J.....	Campbellford.	Buchan, Frederick.....	Arnprior.
Anderson, J. C.....	Gravenhurst.	Barrett, Patrick.....	Arnprior.
Allan, Alfred.....	Ottawa.	Brundage, Alfred W.....	Pembroke.
Aikins, Geo. M.....	French River.	Brougham, Thomas.....	Eganville.
Appleby, Ridley.....	Katrine.	Blair, Robert I.....	Arnprior.
Adams, James M.....	Sault Ste. Marie.	Benson, John W.....	Sturgeon Bay.
Aylward, James.....	Peterborough.	Beck, Charles M., Jr.....	Penetanguishene.
Archibald, John L.....	Keewatin.	Beatty, W. J.....	Coldwater.
Austin, Wm. G.....	Renfrew.	Burns, C. W., Jr.....	South River.
Anderson, Charles.....	Little Current.	Bell, John Henry.....	Burk's Falls.
Anderson, John.....	Cartier.	Bettes, John Hiram.....	Muskoka Mills.
Adair, Thomas Albert.....	Gananoque.	Brady, John.....	Renfrew.
Anderson, J. G.....	Alpena, Mich.	Beattie, W. J.....	Arnprior.
Alexander, Samuel.....	Arden.	Bromley, William.....	Westmeath.
Adams, William.....	Westmeath.	Bissell, Hartie.....	Trenton.
Armstrong, James Theodore .....	McKellar.	Brown, Robert.....	Starrat.
		Beaton, Hugh.....	Waubashene.
Boland, Abraham.....	Cartier.	Bailey, Arthur.....	Parry Sound.
Brown, Singleton.....	Bracebridge.	Burd, James Henry.....	Parry Sound.
Barry, Thomas James.....	Hastings.	Bailey, Samuel James.....	Orillia.
Blanchet, Paul Frederick.....	Ottawa.	Burton, Tinswood.....	Renfrew.
Bird, W. S.....	Parry Sound.	Boyes, James.....	Huntsville.
Bayley, James T.....	Gravenhurst.	Brown John.....	Rockdale.
Bell, Henry.....	Ottawa.	Brennen, Edward Scott.....	Sundridge.
Beach, Herbert Mahlon.....	Ottawa.	Bell, John Arguey.....	Klock's Mills.
Barry, Thomas.....	Millbridge.		
Beaty, W. R.....	Parry Sound.	Callaghan, Dennis.....	Trenton.
Brooks, Frederick William.....	Mackey's Station.	Campbell, Alexander J.....	Trenton.
Brown, Robert D.....	Port Sydney.	Carson, James.....	Bracebridge.
Breed, Arthur G.....	Penetanguishene.	Campbell, J. M.....	Bracebridge.
Barnes, Thomas George Lee.....	Muskoka Mills.	Campbell, Robert.....	Bracebridge.
Buchanan, Robert.....	Coldwater.	Clairmont, Joseph.....	Campbellford.
Beck, Jacob Frederick.....	Penetanguishene.	Clarkson, Robert J.....	Parry Sound.
Bird, Joseph Manly.....	Muskoka Mills.	Carruthers, Aaron.....	Hintonburg.
Boyd, John F.....	Thessalon.	Calder, Wm. J.....	Bark Lake.
Brandon, Martin W.....	Peterborough.	Chew, Joseph.....	Gravenhurst.
Bell, John C.....	Peterborough.	Cole, James Colin.....	Ottawa.
Bartlett, George W.....	Warren.	Cameron, William.....	Collins' Inlet.
Brown, Silas.....	Klock's Mills.	Cain, Robert.....	Midland.
Boland, W. G.....	Eganville.	Crawford, Stephen W.....	Thessalon.
Baulke, George R.....	Aylmer, Que.	Cochrane, George.....	Peterborough.
Bromley, Thomas.....	Pembroke.	Coburn, John.....	Lindsay.
Bremner, John L.....	Admaston.	Crowe, Nathaniel.....	Bobcaygeon.
Bromley, W. H.....	Pembroke.	Cameron, Alexander.....	Norman.
Bowers, Isaac.....	Little Current.	Chrysler, Frank R. L.....	Webbwood.
Brown, Thomas.....	Barrie.	Carson, Hugh.....	Rat Portage.
Bass, Walter R.....	West Huntingdon.	Carson, Melvin.....	Little Current.
Bates, Robert.....	Rat Portage.	Cameron, John K.....	Spanish River.
Bick, Thomas.....	Bobcaygeon.	Cassidy, William.....	Little Current.

## APPENDIX No 35.—Continued.

Name.	P. O Address.	Name.	P. O. Address.
Campbell, Archibald J .....	Little Current.	Ford, Charles .....	Wahnapiatae.
Close, John L .....	Arnprior.	Fraser, Alexander, Jr .....	Westmeath.
Campbell, James R. ....	Eganville.	Fairbairn, William .....	Calabogie.
Campbell, John A. ....	Galetta.	Fraser, Wm. A .....	Pembroke.
Caillier, Hyacinthe .....	Arnprior.	Fraser, Foster .....	Pembroke.
Chamerlin, Thomas .....	Bobcaygeon.	Fraser, William .....	Little Current.
Cooper, David Allan .....	Millbrook.	Fraser, Hugh Alexander .....	Pembroke.
Cox, Henry .....	Bellerica, Que.	Flaherty, John .....	Lindsay.
Currie, James .....	Ottawa.	Fisher, William .....	Trenton.
Clarkson, A. E .....	Midland.	Fox, Thomas .....	Deseronto.
Clairmont, E. ....	Gravenhurst.	Fallis, James W. ....	Sturgeon Bay.
Cameron, W. F. ....	Sturgeon Bay.	Fairbairn, N. H. ....	Webbwood.
Connolly, Daniel .....	Gravenhurst.	Freil, John .....	Trenton.
Campbell, P. C .....	Sault Ste. Marie.	Fox, Charles .....	Trenton.
Cadenhead, Alexander .....	Midland.	Featherstonhaugh, Wm. Henry	Penetanguishene.
Carpenter, R. J .....	Arnprior.	Frair, Schuyler .....	Westmeath.
Christie, William Pringle .....	Severn Bridge.	Feren, Joel .....	Savanne.
Campbell, C. V .....	Sault Ste. Marie.	Green, Norman A .....	Gilmour.
Clegg, Samuel .....	Peterborough.	Green, Samuel E .....	Parry Sound.
Clairmont, William L .....	Gravenhurst.	Grant, John .....	Flinton.
Cahill, Thomas .....	Nosbonsing.	Greene, Arthur .....	Ottawa.
Chew, Manley .....	Midland.	George, R. ....	Parry Sound.
Cooper, James Eddy .....	Saurin.	Gardiner, John .....	Parry Sound.
Cook, Reinhard .....	South River.	Golden, Frank J. ....	Trenton.
Crowe, Cecil .....	Bobcaygeon.	Garson, Robert .....	Thessalon.
Cassidy, S. C .....	Dunchurch.	Gropp, August .....	Penetanguishene.
Charleson, John Baptiste .....	Ottawa.	Grozelle, Antoine D .....	Muskoka Mills.
Comer, Billa F .....	Tweed.	Goulais, James .....	Peterborough.
Carter, George .....	Sundridge.	Grayson, Charles .....	Keewatin.
Durrill, John W .....	Ottawa.	Gladstone, Henry E .....	Cook's Mills.
Dickson, John .....	Sundridge.	Graham, Edward G .....	Wahnapiatae.
Danter, R. W .....	Parry Sound.	Griffin, James .....	Spanish River.
Doyle, T. J .....	Eau Claire.	Gordon, Alexander B .....	Pembroke.
Dobie, Alexander R .....	Blind River.	Gareau, Noah J .....	Pembroke.
Donally, Richard S .....	Sudbury.	Gordon, Robert W .....	Pembroke.
Devine, William .....	Cook's Mills.	Guertin, Nelson .....	Petawawa.
Durrill, William .....	Nosbonsing.	Gardner, John .....	Rat Portage.
Draper, Patrick .....	Quyon, Que.	Gunter, Peter M. ....	Gilmour.
Davis, J. P .....	Bobcaygeon.	Glennie, William .....	Millbridge.
Drum, Patrick .....	Belleville.	Gorman, Maurice J .....	Fenelon Falls.
Durham, Edgar S .....	Rosseau.	Gillies, John A .....	Braeside.
Duquette, Charles .....	Webbwood.	Gadway, John .....	Parry Sound.
Davis, William Albert .....	Bobcaygeon.	Garrow, Edward .....	Nipissing Junction.
Dickson, Robert Alexander .....	Keene.	Golding, William .....	Dorset.
Dawkins, John .....	Gravenhurst.	Gillies, Harry .....	White Lake.
Doxsee, James E .....	Gravenhurst.	Gordon, Herbert C .....	Nelsonville.
Didier, L. P .....	Aylmer, Que.	Gillespie, M. H .....	Cook's Mills.
Devine, Patrick J .....	Sheenboro', Que.	Griffin, William .....	Huntsville.
Dinsmore, Richard .....	Huntsville.	Ganton, David .....	Trout Creek.
Ebert, Andrew P .....	Pembroke.	Graham, George L .....	Arnprior.
Ellis, Alexander .....	Arnprior.	Graham, Frederick S .....	Arnprior.
Ellis, John .....	Westmeath.	Hartt, James .....	Gilmour.
Errington, Joseph .....	Sundridge.	Hayes, James .....	Enterprise.
Edgington, Henry Joblin .....	Parry Sound.	Humphry, T. W. ....	Gravenhurst.
Eagar, James .....	Parry Sound.	Huckson, A. H .....	French River.
Forbes, Christopher McKay .....	McLean's Depot.	Howe, Alexander .....	Queensborough.
Fitzgerald, E. Clair .....	Parry Sound.	Hurd, Edwin .....	Hurdville.
Farrell, W. H. ....	Ironside, Que.	Huff, J. S. Morris .....	Arnprior.
French, Louis Wm. ....	Byng Inlet.	Hutton, John .....	Hutton House.
Fraser, Wm. A .....	Mattawa.	Hutchinson, Wm. E. ....	Huntsville.
Fortune, Owen .....	Trenton.	Hogarth, Joseph Rowan .....	Pembroke.
Fraser, David .....	Norman.	Humphrey, John .....	Gravenhurst.
France, John .....	Collins' Inlet.	Hill, Joshua .....	Midland.
		Hall, David .....	Lovering.
		Hartley, Charles .....	Peterborough.

APPENDIX No. 35.—*Continued.*

Name.	P. O. Address.	Name.	P. O. Address.
Helferty, Dennis .....	Eganville.	Lloyd, Alfred .....	Seven Bridge.
Hamilton, Robert .....	Rat Portage.	Lawrie, Frank A. ....	Parry Sound.
Hoppins, Abiram .....	Kingston.	Latimer, James .....	Frank's Bay.
Hoppins, Densmore .....	Kingston.	Lemyre, Middey .....	Campbellford.
Haystead, John .....	Parry Sound.	Lutz, Jacob .....	Parry Sound.
Henderson, John Irwin .....	Bobcaygeon.	Luby, John E. ....	Ottawa.
Hartley, William .....	Millbridge.	Lochnan, James .....	Ottawa.
Higgins, John C. ....	Peterborough.	Lozo, John .....	Trenton.
Harrison, John, Jr. ....	Pembroke.	Loughrin, Lawrence .....	Pembroke.
Hawkins, E. ....	Le Breton Flats.	Linton, J. H. ....	Parry Sound.
Henderson, Charles .....	Bracebridge.	Ludgate, James .....	Peterborough.
Halliday, Frank .....	Mississippi.	Lee, Robert .....	Huntsville.
Halliday, James .....	Springtown.	Langford, Mark .....	Baysville.
Hurdman, J. A. ....	Ottawa.	Letherby, Edwin .....	Midland.
Hawkins, Stonewall J. ....	Meldrum Bay.	Lovering, William James .....	Coldwater.
Hinchliffe, William .....	Gunter.	Lane, Maurice .....	Bobcaygeon.
Hillis, James M. ....	Sutton West.	Lenton, George .....	Peterborough.
Hogg, W. J. ....	North Bay.	Low, Thomas A. ....	Renfrew.
Hoxie, E. P. ....	Katrine.	Livingston, Robert M. ....	Huntsville.
Hawkins, Walter .....	Pembroke.	Londry, William E. ....	Sault Ste. Marie.
Howard, James .....	Eganville.	Labelle, James .....	Waltham, Que.
Howard, William .....	Baysville.	Labelle, Eli .....	Waltham, Que.
Hogan, Enos W. ....	Savanne.	Ladurante, J. D. ....	Ottawa.
Horne, John T. ....	Fort William.	Ludgate, Theodore .....	Peterborough.
Irwin, Thomas H. ....	Parry Sound.	Lucas, Frank .....	Sault Ste. Marie.
Jackson, Robert .....	Brechin.	Lunam, Duncan .....	Collfield, Que.
Johnson, Finlay .....	Bracebridge.	Lott, George .....	Trenton.
Jones, Albert .....	Victoria Harbor.	Lawrie, John D. ....	Parry Sound.
Johnson, Thomas .....	Bobcaygeon.	Lovering, George Francis .....	Coldwater.
Johnston, Archibald M. ....	Norman.	Lavigne, John .....	Aylmer, Que.
Julien, Charles .....	Trenton.	Landell, Charles S. ....	Huntsville.
Junkin, Henry .....	Marmora.	Long, Henry Elisha .....	Mattawa.
Johns, Frank .....	Nipissing Junction.	Malloy, Mark .....	Baysville.
Jessup, Edward D. ....	Cache Bay.	Miller, R. O. ....	Gravenhurst.
Johnson, Frank N. ....	Ottawa.	Menzies, Archibald .....	Burk's Falls.
Johnston, John .....	Peninsula Lake.	Manning, James .....	Trenton.
Johnson, S. M. ....	Arnprior.	Martin, Phillip .....	Stoco.
Jones, Frederick James .....	Flinton.	Malone, William Patrick .....	Ottawa.
Johnston, William A. ....	Castleford.	Marsh, Esli Terrill .....	Trenton.
Jervis, Henry .....	Wisawasa.	Millar, John W. ....	Huntsville.
Jones, William .....	Penelon Falls.	Mutchenbacher, Asa .....	Rosseau Falls.
Kerby, John .....	Belleville.	Morris, George F. ....	Frank's Bay.
Kennedy, Robert .....	Marmora.	Murray, George, Jr. ....	Waubauskene.
Kirby, Louis Russell .....	Ottawa.	Maughan, Joseph .....	Fort William.
Kenney, Timothy .....	Enterprise.	Margach, William J. ....	Port Arthur.
Kirk, Henry .....	Trenton.	Murray, Geo. Sr. ....	Waubauskene.
Knox, Milton .....	Ottawa.	Maniece, William .....	Peterborough.
Kinsella, Michael Pierce .....	Trenton.	Murray, William .....	Rat Portage.
Kitchen, D. ....	French River.	Morgan, Richard J. ....	Rat Portage.
Kelly, Jeremiah .....	Sudbury.	Magee, Thomas Arthur .....	Rat Portage.
Kelly, Ferdinand .....	Mattawa.	Murdoch, James .....	Cook's Mills.
King, Napoleon .....	Mattawa.	Munroe, Peter P. ....	Commanda.
Kean, B. F. ....	Orillia.	Mason, Benjamin .....	Westmeath.
Kemp, Orval Wesley .....	Trenton.	Monaghan, John B. ....	Arnprior.
Kirk, Charles Barron .....	Queensborough.	Monaghan, M. J. ....	Arnprior.
Kingsland, W. P. ....	Ottawa.	Mulvihill, John .....	Arnprior.
Kerr, John B. ....	Arnprior.	Moran, Andrew .....	Rockingham.
Kennedy, Walter .....	Arnprior.	Mulvihill, Michael .....	Arnprior.
Kennedy, John .....	Pembroke.	Mann, John .....	Maaitowaning.
Knox, William M. ....	Fesserton.	Marrighan, R chard .....	Deseronto.
Kearney, Michael John .....	Buckingham, Que.	Monaghan, John Dorland .....	Deseronto.
Kendrick, John .....	Burk's Falls.	Matheson, William .....	Chelmsford.
Kennedy, John L. ....	Burk's Falls.	Monro, Alexander G. ....	Braeside.
		Monro, Philip .....	Braeside.
		Mangan, Patrick .....	Arnprior.



APPENDIX No. 35.—*Continued.*

Name.	P. O. Address.	Name.	P. O. Address.
Marcil, Peter .....	Ottawa.	McKewen, Henry .....	Trenton.
Main, Samuel .....	Spanish Station.	McDonald, Alfred .....	Peterborough.
Morley, Chas .....	Huntsville.	McGeary, John J .....	Sundridge.
Moore, David Henry .....	Peterborough.	McDonald, Archibald W. ....	Gilmour.
Murphy, John .....	Arnprior.	McCaw, John Gillen .....	Queensborough.
Matheson, Daniel .....	Chelmsford.	McCauley, Barney .....	Trenton.
Milne, William .....	Ethel.	McDougall, James T .....	Klock's Mills.
Mangan, Charles .....	Burk's Falls.	McIneuly, Thomas .....	Quebec, Que.
Mooney, Lincoln .....	Orillia.	McBride, Archibald .....	Arnprior.
Mangan, John .....	Arnprior.	McFarlane, Robert L .....	Arnprior.
Mooney, Thomas .....	Kingston.	McGown, Wm .....	Parry Sound.
Mason, Robert T .....	Rochesterville.	McGown, Thomas .....	Parry Sound.
		McDermet, Patrick .....	South River.
McPherson, James S. ....	Rama.	McKay, Angus .....	South River.
McKinley, Edward C .....	Toronto.	McDonald, A. J .....	Longford.
McClelland, John .....	Parry Sound.	McInnes, Angus D .....	Gravenhurst.
McFarlane, J. W .....	Cache Bay.	McKendry, Alexander .....	Waubausheene.
McDonald, Roderick .....	Pembroke.	McGuire, Timothy .....	North Bay.
McCormack, William .....	Pembroke.	McGrath, John .....	Peterborough.
Macpherson, John .....	Ottawa.	McWilliams, John Bannon .....	Peterborough.
McEachern, John A .....	West Gravenhurst.	McCagherty, Patrick .....	Westmeath.
McLeod, Dugald .....	Gravenhurst.	McKendry, Daniel .....	Arnprior.
McClelland, R. H .....	Parry Sound.	Macdonald, D. F .....	Parry Sound.
McEvoy, Frank .....	Campbellford.	McManus, Thomas J .....	Renfrew.
McDermott, Peter .....	Orillia.	Macfarlane, David R .....	Ottawa.
McIlroy, John .....	Madoc.	McColgan, Edward .....	Quyon, Que.
McNabb, Robert J .....	Parry Sound.	McMichael, Charles .....	North Seguin.
McFadden, James .....	Ottawa.	McIlroy, Thomas Davis .....	Madoc.
McIntosh, James G .....	Carleton Place.	McDonald, Wm. Henry .....	Trenton.
McInnes, Hector D .....	Bracebridge.	McGaw, William Thomas .....	Callendar.
McKinnon, Malcolm .....	Bracebridge.	McMillan, L .....	Callendar.
McLean, Daniel .....	Bracebridge.	McDermott, John L .....	Orillia.
McKinnon, Archie J .....	Bracebridge.	McDonald, Charles M .....	Pembroke.
McKay, D. C .....	Baysville.	McPhee, Benjamin .....	Pembroke.
McDonald, James .....	Parry Sound.	McGee, John Edward .....	Parry Sound.
McPherson, Allan .....	Longford.	Macfarlane, Mack .....	Arnprior.
McDonald, James P .....	French River.	MacCallum, Alexander .....	Braside.
McFarland, Joseph C .....	Port Severn.	MacCallum, Albert .....	Arnprior.
McNabb, Alexander .....	Thessalon.	McGonigal, John .....	Arnprior.
McGillivray, Archibald .....	Port Arthur.		
McGrane, Edward .....	Lindsay.	Newton, Frank .....	Gravenhurst.
McLeod, Donald, Jr .....	Keewatin.	Newburn, William .....	Parry Sound.
McDonald, Hector R .....	Thessalon.	Niblett, James .....	Arnprior.
McDougall, Duncan .....	Bracebridge.	Niblett, Robert .....	Oseola.
McNabb, Alexander D .....	Warren.	Newell, John H .....	Parry Harbor.
McCormack, John C .....	Sudbury.		
McNamara, John .....	Byng Inlet.	Overend, George J .....	Longford Mills.
McGillivray, Duncan D .....	Algoma Mills.	O'Brien, Andrew .....	Ottawa.
McIntyre, Daniel A .....	Klock's Mills.	O'Connor, John .....	Hintonburg.
McNamara, Lewis .....	Klock's Mills.	Oliver, Darcy .....	Wahnapitae.
McDonald, Sidney C .....	Mattawa.	O'Connor, William .....	Nosbonsing.
McCool, Christopher L .....	Cartier.	O'Neill, James W .....	North Bay.
McCallum, Donald .....	Arnprior.	O'Donnell, William .....	Penetanguishene.
McGregor, Duncan .....	Burnstown.	Owens, Richard .....	Basin Depot.
McLean, Peter W .....	Sand Point.	O'Reilly, Patrick .....	Cartier.
McManus, John C .....	Arnprior.	O'Neill, Mark .....	Renfrew.
McNabb, Alexander .....	Arnprior.	Orrill, John .....	Trenton.
McFarlane, Alexander .....	Renfrew.		
McFarlane, J. D .....	Stewartsville.	Pomery, Peter .....	Trenton.
McFarlane, Duncan .....	Renfrew.	Petry, Pringle K .....	Byng Inlet North.
McKendry, Wm. B .....	Arnprior.	Purcell, William G .....	Ottawa.
McPhee, Hugh .....	Renfrew.	Purvis, John .....	Parry Sound.
McPhee, John .....	Arnprior.	Porter, James .....	Uphill.
McLachlin, Peter .....	Arnprior.	Pearson, John James .....	Lindsay.
McLachlin, Alexander .....	Arnprior.	Paterson, John .....	Wahnapitae.
Mackey, Edward .....	Arnprior.	Paterson, Alexander .....	Orillia.

## APPENDIX No. 35.—Continued.

Name.	P. O. Address.	Name.	P. O. Address.
Paquette, Oliver.....	Webbwood.	Stewart, Daniel.....	Braeside.
Palmateer, Sherman.....	Gravenhurst.	Sheehan, Michael H.....	Waubauskene.
Paget, George.....	Huntsville.	Scott, Thomas.....	Parry Sound.
Pounder, Joseph.....	Westmeath.	Smith, Lawrence.....	West Saginaw, Mich.
Pell, Richard D.....	Arnprior.	Shea, Stewart.....	Campbellford.
		Sullivan, John.....	Sudbury.
Richardson, Frederick George.	Trenton.	Sinclair, Finlay.....	Sudbury.
Richards, Richard.....	Tamworth.	Shiels, Henry F.....	Cartier.
Riddell, George Alexander.....	Rochesterville.	Smith, Gideon Ousley.....	Burk's Falls.
Richey, Evan.....	Brentwood.	Smith, John Wallis.....	Thedford.
Randall, Louis G.....	French River.	Smith, Henry G.....	Arnprior.
Richardson, Charles Mervyn.....	Trenton.	Story, John A.....	Ottawa.
Rochester, Daniel Baillie.....	Ottawa.	Sweezy, Benjamin.....	Massey.
Riddell, James.....	Ottawa.	Sheppard, Charles H.....	Coldwater.
Rice, Asa A.....	Hull, Que.	Sinclair, Armon D.....	Arnprior.
Roberts, T. A.....	Huntsville.	Smith, Sidney E.....	Ottawa.
Ross, Andrew.....	Longford Mills.		
Rose, Donald M.....	Rat Portage.	Tait, Thomas B.....	Burk's Falls.
Rawson, Charles Edgar.....	Coldwater.	Taylor, C. M.....	Gravenhurst.
Ross, George.....	Waubauskene.	Thornton, W. D.....	Longford Mills.
Roberts, Percy T.....	Keewatin.	Trussler, Gilbert.....	Trout Creek.
Ritchie, William D.....	Little Current.	Thompson, George S.....	Lindsay.
Ramsay, Robert.....	Arnprior.	Thomson, Frederick A. H.....	Callendar.
Ritchie, J. F.....	Arnprior.	Thomson, Francis Henry.....	Nosbonsing.
Ritter, Samuel G.....	Ah Mic Harbor.	Tuffy, John.....	Cartier.
Robinson, William.....	Bobcaygeon.	Train, A. C.....	Rowan Mills.
Reid, Joseph B.....	Lindsay.	Turgeon, George.....	Cook's Mills.
Ross, Walter M.....	Ottawa.	Thomson, Alexander W.....	Arnprior.
Ruttle, H. A.....	Carleton Place.	Taylor, Thomas G.....	Gravenhurst.
Richards, Benedict.....	Ottawa.	Tait, Ralph.....	Arnprior.
Regan, John.....	Orillia.	Train, William.....	Burk's Falls.
Russell, William.....	Pembroke.	Turner, Gavin F.....	North Bay.
Ramsay, Charles.....	Sudbury.	Tilson, Joseph.....	Burk's Falls.
Rankin, Anthony.....	Cache Bay.		
Ross, Angus.....	Orrville.	Udy, Dean.....	French River.
Robinson, Albert E.....	Washago.		
Robinson, Edward.....	Washago.	Vigrass, Percy J.....	Dufferin Bridge.
Robinson, Thomas G.....	Washago.	Vincent, Joseph.....	Warren.
		Vollin, Samuel.....	Nosbonsing.
Scanlan, William.....	Enterprise.	Vannier, Nelson Joseph.....	Bobcaygeon.
Sutherland, D. H.....	Gravenhurst.		
Spanner, John.....	Huntsville.	Watson, William.....	Huntsville.
Shier, James D.....	Bracebridge.	Webb, George W.....	Parry Sound.
Spooner, W. R.....	Katrine.	Wilcox, Thomas.....	Parry Sound.
Simpson, Alfred E.....	Wakefield.	Wheeler, J. A. McL.....	Tamworth.
Souliere, John B.....	Ottawa.	Ward, Joseph W.....	Ottawa.
Shiels, James A.....	Carleton Place.	Wilkinson, William.....	French River.
Spargo, George.....	Ottawa.	Waldie, John E.....	Victoria Harbor.
Smyth, W. H.....	Byng Inlet North.	Wigg, Thomas G.....	Thessalon.
Salmon, R. H.....	Baysville.	Wall, Patrick B.....	Cheboygan, Mich.
Salmon, Alexander C.....	Baysville.	Wells, John R.....	Little Current.
Stremer, A.....	Ottawa.	Whiteside, John.....	Huntsville.
Shields, Frank A.....	Parry Sound.	Watt, William.....	Peterborough.
Smyth, Job E.....	Cache Bay.	Wilson, George.....	Lindsay.
Sage, Nelson.....	Muskoka Mills.	White, Thomas.....	Parry Sound.
Shaw, Thomas B.....	Waubauskene.	Watson, William.....	North Bay.
Swanston, James.....	Peterborough.	Weston, Frank R.....	Midland.
Simpson, William.....	Hall's Bridge.	White, James B.....	Manitowaning.
Sadler, Thomas.....	Lindsay.	Wilson, James A, Jr.....	Webbwood.
Smith, Patrick Albert.....	Norman.	Whaley, Thomas.....	Huntsville.
Snaith, William J.....	Mattawa.	Webster, William Alfred.....	Bracebridge.
Sinn, Wm. F.....	Arnprior.	Warrell, William.....	Trout Creek.
Scrim, Robert.....	Arnprior.	Wims, Peter.....	Blessington.
Sharp, James A.....	Sudbury.	Wickware, Philip Almont.....	Cloyne.
Shanacy, Harry S.....	Cook's Mills.	Wilson, Edward.....	Deseronto.
Smith, William.....	Ottawa.	Whelan, P. J.....	McDougall.

APPENDIX No. 35.—*Concluded.*

Name.	P. O. Address.	Name.	P. O. Address.
White, William James.....	Muskoka Falls.	Young, Samuel .....	Coldwater.
Warrell, George .....	Powassan.	Young, Patrick P .....	Young's Point.
Wells, George W .....	Little Current.	Yuill, Thomas.....	Arnprior.
Young, William .....	Severn Bridge.	Yuill, A. D .....	Braeside.
Young, A. J.....	Cache Bay.	Total .....	624

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, December 31st, 1895.





REPORT  
OF THE  
COMMISSIONER OF CROWN LANDS  
OF THE  
PROVINCE OF ONTARIO  
FOR THE YEAR  
1896.

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PRINTED BY ORDER OF  
THE LEGISLATIVE ASSEMBLY OF ONTARIO.

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1897.



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REPORT  
OF THE  
COMMISSIONER OF CROWN LANDS  
OF THE  
PROVINCE OF ONTARIO  
FOR THE YEAR 1896.

---

*To His Honor the Honorable GEORGE AIREY KIRKPATRICK,  
Lieutenant-Governor of the Province of Ontario.*

MAY IT PLEASE YOUR HONOR :

As required by law, I submit for the information of your Honor and the Legislative Assembly, a report of the management of the Crown Lands of the Province for the year ending 31st December, 1896.

CROWN LANDS.

The area of Crown Lands sold during the year was 49,471 acres, aggregating in value \$45,077.27. The collections on account of these and sales of former years amounted to \$44,303.26. There was also leased as mining lands under the leasing clauses of the Mines Act 13, 223 1-2 acres, on which, and on lands previously leased, rent amounting to \$46,940.09 was collected. The total collections therefore on account of Crown Lands were \$91,243.35. (See Appendix No. 3, page 5.)

The two new settlements at Temiscamingue and Dryden have made satisfactory progress during the year and considerable areas of land have been sold to actual settlers at both these places.

The mining industry of the Province is moving steadily forward, and there are signs that we are now on the eve of an era of great activity. During the past year twenty-nine mining companies were incorporated under the Ontario Letters Patent Act, while during the previous four years only twenty-four such companies were chartered.

The chief interest is being taken in gold mining, and the gold-bearing area of the Province is now shown to be very large. Numerous properties are in course of being prospected, with in most cases very satisfactory showing, but necessarily the opening of mines and milling of ores do not show as rapid advance as in industries which require less skill and capital for their development. Until the fall of 1895 only one mill of ten stamps was treating gold ores in the Province. Since then two mills of ten stamps have been working regularly, and four others with an aggregate of forty-five stamps at intervals, on ores of mines in process of development. A mill of twenty stamps is just about completed on the Seine river, and another in Hastings County for treating the refractory gold ores of that district by a new process will have a capacity of 75 tons per day. In 1893 the bullion production of the Province was 1,695 oz., valued at \$32,960; in 1894 it was 2,022 oz., valued at \$32,776; in 1895 it was 3,030 oz., valued at \$50,281, and in the year just closed it was 7,154 oz., valued at \$121,848.

Considerable iron ore was raised in the County of Hastings during 1896 for smelting at the blast furnace at Hamilton, which began to make pig iron at the beginning of the year. The Canadian Copper Company continued to be the chief producer of nickel and copper from its mines at and near Copper Cliff, in the Sudbury region, and its operations were carried on upon their usually large scale. The demand for mining lands, particularly those supposed to contain gold, has been very active during the last three months of the year, and as most of the applications were for unsurveyed lands, necessitating surveys, the filing of plans and the laying down of the applications on the office maps, the work of the surveys branch of the Department has been very much congested.

#### CLERGY LANDS.

The area of these lands sold during the year was 1,289 acres, aggregating in value \$1,329.50. The amount collected on account of these and former sales was \$4,201.57. (See Appendix No. 3, page 5.)

#### COMMON SCHOOL LANDS.

The area of these lands sold during the year was 5 3-10 acres, aggregating in value \$78. The collections on account of these and former sales amounted to \$12,814.67. (See Appendix No. 3, page 5.)

#### GRAMMAR SCHOOL LANDS.

The area of these lands sold during the year was 200 acres, aggregating in value \$295. The collections on account of these and former sales amounted to \$2,004.23. (See Appendix No. 3, page 5.)

#### RAILWAY LANDS.

Under Railway Aid Act of 1889, 52 Vict. c. 35, 792 <sup>3</sup>/<sub>4</sub> acres were sold, aggregating in value \$806.70. The collections were \$766.70. (See Appendix No. 3 page 5.)

## COLLECTIONS AND REVENUE.

The total collections of the Department on account of all sources of revenue were \$925,262.93. (See Appendix No. 4, page 6.)

### DISBURSEMENTS.

The total disbursements of the Department on account of ordinary services and expenditure were \$253,511.92. (See Appendix No. 6, page 8). In addition to this there were special votes for the running of the diamond drill, colonization pamphlets, Pigeon river slide and dam and colonization house at Lake Temiscamingue, amounting to \$3,429.87 (See Appendix No. 7, page 20.)

### WOODS AND FORESTS.

The total revenue from Woods and Forests for the year 1896 amounted to \$812,421.78. Of this \$45,520 was on account of bonuses and \$54,457.91 on account of ground rent, leaving the net revenue from timber dues, etc., to be \$712,443.87. (See Appendix No. 8, page 21.)

The lumber trade has now been in a more or less depressed condition for a period of four years. The year 1892 was a very prosperous one, trade being active and prices remunerative, but early in 1893 serious financial stringency set in in the United States; money became scarce and credit was shaken. Under this state of affairs Canadian lumbermen prepared themselves to hold their logs and lumber, preferring to carry them rather than to part with their property on doubtful security. Fortunately their credit enabled them to do this, and thus, although sales fell off considerably, there was no break in prices. Towards the end of 1893 a slight reaction took place and it seemed as though confidence were returning and that 1894 would see the end of the depression. This expectation however was not realized, for in 1894 instead of growing better the position became aggravated, building operations fell off largely in the United States and Canada, with a consequent decrease in the demand for lumber, although the position so far as Canadian mill owners were concerned was relieved to some extent by the abrogation of the duty on Canadian lumber passing into the United States. During 1895 the depression deepened and enormous stocks accumulated in the hands of the makers and wholesale dealers, more particularly of the coarser grades of lumber, and towards the end of the year a sharp break in prices took place.

The year 1896 opened without much hope of improvement in the sawn lumber trade, being election year in the United States during which there always prevails an unsettled state of business. The situation was still further unfavorably affected by the money question, in which bimetalism versus gold standard was thrown into the already seething caldron of presidential politics. It will therefore be understood how with failing demand, financial stringency, overstocked markets and "financial heresy" rampant, not only the lumber trade but all other industries and trades in the United States were demoralized, and as our principal market for sawn lumber is found in that country, the state of affairs prevailing there seriously affected us. There was a general expectation that as soon as the Presidential election was over, should the Republicans obtain power, a marked



improvement in the lumber trade, as well as in business generally, would set in, and preparations were made to take advantage of the good times by taking out large stocks of logs, the output of Ontario last winter (1895-96) being the largest in the history of the Province. The expected change however did not come about, for notwithstanding the success of the Republican party and the nation's declaration in favor of "sound money," the lumber trade, and indeed all other trades, have remained in a depressed condition, and the position has been further complicated by an agitation which has recently sprung up in favor of the re-imposition of a duty on Canadian lumber passing into the United States, and until this agitation has culminated in one way or the other the state of affairs must remain unsettled.

The bright side of the lumber business, so far as Canada is concerned, is the steady growth of the demand from England and other European markets for our timber and deals. Each year shows an improvement in this demand, and it may be confidently predicted that should a duty be imposed upon Canadian lumber going into the United States our lumbermen will in a short time be able to adapt themselves to the situation by finding other markets equally profitable. The square timber trade is in a healthy condition and a larger quantity of square and waney timber will be taken out this winter than has been the case for some years. Those engaged in sawlogging operations have endeavoured to relieve the situation by reducing their output, and from present appearances there will be a smaller quantity of logs taken out this winter than for some years.

It is expected that two, if not three, large mills will be erected during the coming summer by parties who have previously exported their logs to be sawn in Michigan.

#### FIRE RANGING.

The gross expenditure on account of this service by licensees and the Department was \$47,719.90. of this amount \$16,323 was composed of balances from the year 1895 the accounts for which were not received in time to be checked and paid in that year. The expenditure on account of 1896 was \$31,396.90. Of this amount \$1,969.90 was on account of fire ranging on the lands of the Crown, leaving the expenditure on licensed lands to be \$30,429. The net expenditure of the Department on account of balances of 1895, proportion on Crown lands and its share of the 1896 ranging amounted to \$23,674.78.

The number of license holders having rangers employed was 60 and they had 160 rangers on duty.

There have been very few serious fires where the fire ranging system has been in organized operation. On licensed lands, which are supervised carefully, while there has been a considerable number of fires, none of them attained any serious proportions owing to there being men on the spot ready and organized to suppress them. The licensees all report favorably as to the benefits which they derive from the system, and are anxious for its continuance and extension. The expenditure on account of the service is considerably larger than usual, but a large proportion is, as already stated, for accounts which properly belonged to the season of 1895 but were not received in time to be paid in that year. During the year three serious fires occurred on Crown lands, one



in the vicinity of Lake Wahnapiatae, where three or four million feet were reported damaged, and two in the neighborhood of Biscotasing on the main line of the C. P. R. The quantity damaged at Wahnapiatae was not large, and it was disposed of by tender to the highest bidder, so that the timber might be taken out this winter and not go to waste. The two fires at Biscotasing were more serious in their character. One occurred in the month of May and the other later on, in the month of August. A large quantity of timber was badly damaged by these two fires, which was estimated in the first place at sixty-one million feet, but later reports would seem to indicate that the quantity damaged is very much less than was supposed. Tenders were invited for the timber that was so badly damaged as to require its being cut this year, and the timber is now in process of being cut. That portion of it which was burnt early in the season in the month of May is found to be very seriously damaged by the grubs. So many opinions prevailed as to the cause of these fires that it was deemed expedient to issue a Royal Commission to enquire into the matter, which held sittings and took evidence in the region where the fires occurred.

It has become evident that if the Crown domain is to be protected from forest fires some organized system of fire ranging will have to be put in force on the unlicensed territory similar to that which is in operation on the licensed lands. Owing to the excitement which now prevails in connection with gold mining and to the wide area over which the precious metal has been found to exist there will scarcely be a corner of the newer parts of the Province in which the explorer will not be plying his vocation during the coming summer. Explorers, like others, are good or bad, careful or careless, and as they continually use fire for cooking, keeping off flies, lighting their pipes, etc., the danger to the forest areas will be considerably increased. Every precaution possible has been taken to keep explorers out of the pine areas. Notices have been posted in the Rainy River District warning them not to survey or attempt to take up as mining lands areas which are covered with pine timber, and the surveyors have been instructed not to survey in pine areas. But notwithstanding all this it is found that explorers pay little attention to these regulations and notices, where they have reason to believe there is a prospect of finding gold. Nothing short of an active surveillance of the pine areas by a staff of fire rangers will have any deterring effect in preventing explorers entering upon pine lands in the prosecution of their search for gold. There is a large area of pine territory in an exposed position in the Rainy River District which ought to be carefully guarded during the coming summer, and in the territory north and east of Wahnapiatae, there is understood to be an immense body of pine timber which ought to have some supervision with the object of preventing its being damaged by fire.

#### FISHERIES.

One additional overseer has been appointed since my last report. The reports received from the various overseers show that the law respecting fisheries is fairly well observed. The revenue from permits, etc., was \$504.00. A list of the overseers, with their post-office addresses, etc., is given in Appendix No. 11, page 28.

## FREE GRANTS.

There are 161 townships open for location under the Free Grants and Homesteads Act, two townships, Carpenter and Dobie, in the District of Rainy River, having been added since my last report. During last year 725 locations were made on 95,476 acres of land, and 50 locatees purchased 1,781 acres; 271 patents were issued to locatees. (See Appendix No. 10, page 24.)

## CROWN SURVEYS.

The following surveys of townships have been carried out this year :

In the District of Muskoka, the residue of the township of Freeman has been subdivided into lots of 100 acres each; in the District of Nipissing the township of Airy has been subdivided into lots of 100 acres each; and the townships of Macpherson, Falconer and Martland into lots of 320 acres each. In the district of Algoma the townships of Harrow, Curtis, and parts of Tupper and Archibald has been subdivided into lots of 320 acres each; in the district of Rainy River the townships of Eton and Rugby, near Wabigoon on the line of the Canadian Pacific railway, have been subdivided into lots of 320 acres each; the meridian line between the districts of Nipissing and Algoma has been run north from the intersection of O. L. S. Proudfoot's base line with said district line, a distance of 102 miles. In the district of Rainy River the survey along the line of the Canadian Pacific railway, whereby a system of base lines has been laid down for future reference, which has been prosecuted for several years, has been continued.

A small town plot has been laid out near Wabigoon called Dryden. The town plot of Hilton on St. Joseph's Island has been reposted, and several minor surveys have been performed during the year.

The returns of the above named surveys have been received in the office, examined, and closed. The particulars of the surveys will be found in Appendices Nos. 16 and 17, pages 33 and 34.

## MUNICIPAL SURVEYS.

The Department has during the year, on the petitions of the municipal council of the township of Ekfrid, issued instructions for survey of the road allowance between the second range north of Longwoods road and the first Concession of Ekfrid, across lot No. 1; and during the year municipal surveys in the township of St. Vincent and in the township of Vespra have been confirmed.

The particulars relating to these surveys will be found in Appendices Nos. 14 and 15, pages 31 and 32.

## MINING AND OTHER SURVEYS.

The Mines Act, 1892, requires that applicants to purchase or lease mining lands in unsurveyed territory shall file surveyor's plans, field notes and descriptions by metes and bounds, of their locations, in this Department before any sale or lease is carried out.

Under Orders-in-Council of dates January 23rd, 1892, December 3rd, 1892, and September 22nd, 1893, applicants to purchase islands or locations in the districts of Thunder Bay or Rainy River for agricultural purposes in unsurveyed territory are required to file surveyor's plans, field notes and descriptions, by metes and bounds, together with the necessary affidavits, of their locations, which are required to be of the form and size, wherever practicable, prescribed by the Mines Act, 1892.

Under these regulations a number of applicants in the districts of Algoma, Thunder Bay and Rainy River have filed plans, etc., and an area of 9,701 acres has been sold and patented to them, for which \$19,307.05 has been received; and an area of 12,795 acres has been leased at \$1 per acre for the first year's rental.

#### COLONIZATION ROADS.

The work done during the year was as follows: Miles of new road constructed, 190; miles of road repaired, 558½; bridges erected, 28, and many others repaired. The work done was carefully inspected and reported to be of a satisfactory and substantial character.

The net expenditure was \$102,719.24, the details of which are given in the Superintendent's Report, Appendix No. 27, page 51.

Respectfully submitted,

J. M. GIBSON,

Commissioner.

DEPARTMENT OF CROWN LANDS,

TORONTO, December 31st, 1896.





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# APPENDICES.

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# APPENDIX NO 1.

RETURN of Officers and Clerks, in the Department of Crown Lands, for the year 1896.

Branch.	Name.	Designation.	When appointed.	Salary per annum.	Remarks.
				\$ c.	
Sales and Free Grants	Hon. A. S. Hardy.	Commissioner	1889, January 19th.	4,000 00	Sworn in as Attorney-General, 14th July, '95.
	Hon. J. M. Gibson	Commissioner	1896, July 21st	4,000 00	
	Aubrey White.	Assistant Commissioner	1882, January 1st.	2,800 00	
	Geo. Kennedy	Law Clerk	1872, February 1st.	2,000 00	
	A. Kirkwood.	Chief Clerk	1854, March 21st	1,900 00	
Surveys, Patents and Roads	J. J. Murphy.	Clerk in charge of Free Grants	1872, May 1st.	1,450 00	Died, May, 1896.
	Julian Sale.	Clerk	1871, August 5th	950 00	
	E. S. Williamson	"	1889, May 1st	900 00	
	J. J. Kelly	"	1888, March 19th	900 00	
	G. B. Kirkpatrick.	Director of Surveys.	1866, January 30th	2,000 00	
Woods and Forests	W. Revell	Clerk	1871, October 2nd	1,300 00	
	W. F. Lewis.	"	1872, February 5th	1,000 00	
	J. M. Grant	Chief Clerk of Patents.	1860, May 12th	1,400 00	
	C. S. Jones	"	1890, May 22nd.	1,550 00	
	Pedro Alma.	Clerk	1871, August 1st.	1,250 00	
	Henry Smith	Superintendent, Colonization Roads.	1881, January 1st.	1,900 00	
	C. Cashman.	Clerk	1872, September 1st.	1,150 00	
	J. H. Bradshaw	"	1884, June 1st	850 00	
	J. A. G. Crozier.	Chief Clerk	1867, December 1st	1,750 00	
	Theo. C. Taylor	Clerk	1888, August 1st.	1,450 00	
	H. R. Hardy	"	1883, November 1st	1,100 00	
	Kenneth Miller.	"	1891, November 1st.	1,000 00	
	Alex. McLaren.	"	1890, May 22nd.	850 00	
	John Durkin	"	1893, November 15th.	1,000 00	
	Henry Cartwright.	"	1893, October 1st	800 00	

# APPENDIX NO 1.—*Concluded.*

RETURN of Officers and Clerks, in the Department of Crown Lands, for the year 1896.

Branch.	Name.	Designation.	When appointed.	Salary per annum.	Remarks.
Accounts	{ D. G. Ross	Accountant	1891, April 15th	\$ 1,800 00	
	{ E. Leigh	Clerk	1873, December 20th	1,200 00	
	{ M. J. Ferris	"	1892, April 1st	900 00	
	{ C. P. Higgins	"	1893, July 1st	1,100 00	
	{ A. R. Willard	"	1896, April 9th	350 00	Half time.
	{ F. Yeigh	Registrar	1880, March 1st	1,500 00	
Forestry	Thomas Southworth	Inspector	1895, April 17th	1,500 00	
Bureau of Mines	{ A. Blue	Director of Mines	1891, May 8th	2,500 00	
	{ T. W. Giltson	Secretary and Shorthand Writer	1891, June 19th	1,450 00	
	{ A. Slaght	Inspector	1890, April 18th	750 00	
	{ A. P. Coleman	Geologist and Mineralogist	1894, January 1st	500 00	
	{ F. Frank	Messenger and Caretaker	1886, December 1st	450 00	
	W. R. Ledger	Clerk and caretaker in charge of Department Offices	1894, February 15th	600 00	

D. GEO. ROSS,  
Accountant.

AUBREY WHITE,

Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,

TORONTO, 31st December, 1896.

## APPENDIX NO. 2.

## List of Crown Lands Agents for 1896.

Name.	District or County.	Date of Appointment.	Salary per annum.	Remarks.
Annis, A. Ellsworth.	Part of District of Rainy River.	1895, November 28th.	\$ c.	
Armstrong, John.	Lake Temiscamingue, District of Nipissing.	1893, October 27th.	100 00	Acting.
Beet, S. G.	Part of Parry Sound District.	1875, March 23rd.	500 00	
Bishop, H. E.	" Muskokaville.	1896, March 23rd.	500 00	
Campbell, A.	" Rainy River District.	1891, May 8th.		Without salary.
Chapman, E. A.	District of Rainy River.	1896, September 23rd.		Dismissed 7th February, 1896.
Cockburn, J. D.	Nipissing District.	1884, May 21st.	400 00	Agent for Sale of Lands.
Eastland, T. G.	Part of County of Peterborough.	1896, July 10th.	250 00	
Gilligan, B. J.	" Nipissing District.	1884, March 26th.	500 00	
Hamilton, G.	St. Josephus Island.	1890, September 20th.	200 00	
Handy, E.	Part of Parry Sound District.	1879, January 3rd.	350 00	
Hartle, Wm.	" Victoria.	1895, November 28th.	300 00	
Hollands, C. J.	Town plot of Alberta.	1892, October 12th.	300 00	
Kirk, W.	Part of District of Muskoka.	1892, July 28th.	500 00	
MacKay, T.	" Parry Sound District.	1881, December 5th.	500 00	
Macpherson, R.	" Frontenac.	1871, July 18th.	250 00	Agent for Sale of Lands.
Marsh, R. J. F.	" Rainey River District.	1891, May 8th.	200 00	
McDonald, D. G.	" Algoma District.	1888, December 3rd.	500 00	Agent for Sale of Lands.
Nichols, W. L.	" "	1885, August 27th.	200 00	
Patton, W. H.	" Town plot of Killarney.	1895, March 2nd.	Commission.	
Reeves, J.	" Nipissing District.	1872, February 12th.	300 00	
Ruttan, J. F.	" Thunder Bay District.	1889, May 16th.	250 00	
Ryan, T. J.	" Algoma District.	1888, June 15th.	400 00	
Scarlett, J. S.	" Parry Sound District.	1880, June 17th.	500 00	
Stephenson, Wm.	" Rainy River District.	1896, June 6th.	200 00	
Stewart, C. R.	" Hastings and Peterborough.	1882, May 1st.	500 00	
Stewart, James.	" Renfrew.	1891, September 26th.	300 00	
Tait, J. R.	" Hastings.	1869, May 28th.	500 00	
Turner, Wm.	" Algoma District.	1892, October 5th.	200 00	
Whelan, J.	" Renfrew.	1884, September 19th.	300 00	
Wilson, W.	" Rainy River District.	1891, June 19th.	200 00	Deceased, 1895, 11th November.
Wood, Amos W.	" Frontenac and Addington.	1892, December.	100 00	

D. GEO. ROSS,

Accountant.

AUBREY WHITE,

Assistant Commissioner.

DEPARTMENT CROWN LANDS.

TORONTO, 31st December, 1896.



## APPENDIX NO. 3.

STATEMENT of Lands Sold and Leased, Amount of Sales, and Amount of Collections  
on Sales and Leases for the year 1896.

Service.	Acres sold and leased.	Amount of sales and leases.		Amount collected on sales and leases.	
		\$	c.	\$	c.
Railway Lands.....	792 $\frac{1}{2}$	806	70	766	70
Crown Lands.....	49,471	45,077	27	44,303	26
Clergy Lands .....	1,289	1,329	50	4,201	57
Common School Lands.....	5 $\frac{3}{16}$	78	00	12,814	67
Grammar School Lands.....	200	205	00	2,004	23
Rent.....	13,223 $\frac{1}{2}$	.....	.....	46,940	09
Total .....	64,981 $\frac{1}{2}$	47,496	47	111,030	52

AUBREY WHITE,

Assistant Commissioner.

D. GEO. ROSS,

Accountant.

DEPARTMENT OF CROWN LANDS,

TORONTO, 31st December, 1896.

# APPENDIX NO. 4.

STATEMENT of the Revenue of the Department of Crown Lands for the year 1896.

Service.	\$ c.	\$ c.
<i>Land Collections :</i>		
Railway Lands.....	766 70	
Crown Lands.....	44,303 26	
Clergy Lands.....	4,201 57	
Common School Lands .....	12,814 67	
Grammar School Lands.....	2,004 23	
Rent. ....	46,940 09	111,030 52
<i>Woods and Forests :</i>		
Timber dues .....	712,443 87	
Ground rent .....	54,457 91	
Bonus.....	45,520 00	812,421 78
Casual fees.....	487 92	
Cullers' fees.....	148 00	
Fishery licenses .....	504 00	
Rondeau Park.....	71 40	
Algonquin Park.....	199 34	1,410 66
<i>Expenditure Refund :</i>		
Surveys.....		399 97
		925,262 93

AUBREY WHITE,  
Assistant Commissioner.

D. GEO. ROSS,  
Accountant.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1896.

## APPENDIX NO. 5.

STATEMENT of the Receipts of the Department of Crown Lands for the year 1896,  
which are considered as special funds.

Service.	\$ c.	\$ c.
<i>Clergy Lands :</i>		
Principal .....	2,279 36	
Interest .....	1,922 21	4,201 57
<i>Common School Lands :</i>		
Principal .....	5,175 78	
Interest .....	7,638 89	12,814 67
<i>Grammar School Lands :</i>		
Principal .....	962 73	
Interest .....	1,041 50	2,004 23
<i>Railway Lands :</i>		
Principal .....	765 70	
Interest ..	13 00	778 70
		19,799 17

AUBREY WHITE,

Assistant Commissioner.

D. GEO. ROSS,

Accountant.

DEPARTMENT OF CROWN LANDS,

TORONTO, 31st December, 1896.

## APPENDIX No. 6.

STATEMENT of the Disbursements of the Department of Crown Lands for the year 1896.

Name.	\$ c.	\$ c.	\$ c.
AGENTS' SALARIES.			
<i>Land.</i>			
Annis, A. E. ....	100 00		
Armstrong, J. ....	500 00		
Best, S. G. ....	500 00		
Campbell, A. ....	50 00		
Cockburn, J. D. ....	500 00		
Chapman, E. A. ....	107 75		
Eastland, T. G. ....	56 85		
Gilligan, B. J. ....	500 00		
Hamilton, Geo. ....	200 00		
Handy, E. ....	500 00		
Hartle, Wm. ....	350 00		
Hollands, C. J. ....	300 00		
Kirk, W. ....	500 00		
Mackay, T. ....	500 00		
Macpherson, R. ....	250 00		
Marsh, R. J. ....	200 00		
McDonald, D. G. ....	500 00		
Nichols, W. L. ....	200 00		
Patton, W. H. ....	25 00		
Reeves, J. ....	300 00		
Ruttan, J. F. ....	250 00		
Ryan, T. J. ....	400 00		
Scarlett, J. S. ....	500 00		
Stephenson, Wm. ....	113 70		
Stewart, C. R. ....	500 00		
Stewart, James. ....	300 00		
Tait, J. R. ....	500 00		
Turner, Wm. ....	200 00		
Whelan, Jno. ....	300 00		
Wilson, Wm. ....	100 00		
Wood, A. W. ....	100 00		
		9,403 30	
<i>Timber.</i>			
Campbell, P. C. ....	1,600 00		
Garrow, E. ....	1,671 63		
Halliday, F. ....	1,567 74		
Landry, J. P. ....	100 00		
Margach, Wm. ....	1,600 00		
Munro, H. ....	1,200 00		
Macdonald, D. F. ....	133 00		
McWilliams, J. B. ....	2,462 95		
		10,335 32	
AGENTS' DISBURSEMENTS.			
<i>Land.</i>			
Annis, A. E. ....	19 00		
Armstrong, J. ....	43 73		
Cockburn, J. D. ....	14 28		
Fielding, W. ....	5 96		
Handy, E. ....	9 89		
Hollands, C. J. ....	12 65		
Kirk, Wm. ....	16 96		
Carried forward. ....	122 47	19,738 62	



APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1896.

Name.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....	122 47	19,788 62	.....
AGENTS' DISBURSEMENTS.— <i>Continued.</i>			
<i>Land.—Continued.</i>			
Mackay, T .....	6 42		
Marsh, R. J. F .....	5 85		
Nichols, W. L. ....	19 78		
Patton, H. W. ....	98		
Ruttan, J. F .....	7 50		
Ryan, T. J .....	30 50		
Stephenson, Wm. ....	5 41		
Stewart, C. R. ....	5 90		
Stewart, James .....	12 68		
Whelan, John .....	4 58		
Wood, A. W .....	11 88		
		233 95	
<i>Timber.</i>			
Campbell, P. C .....	692 13		
Garrow, E .....	118 78		
Halliday, F .....	250 00		
Margach, Wm. ....	687 14		
Muoro, H .....	136 20		
Macdonald, D. F .....	55 17		
McWilliams, J. B. ....	951 33		
		2,890 75	
<i>Miscellaneous.</i>			
Amos, D., caretaking of Loughboro Islands .....	20 00		
Belding, A. W., inspecting .....	160 70		
Black, Jno., do .....	5 00		
Cameron, Wm., do .....	10 00		
Davis, S., caretaking Leonard Islands .....	20 00		
Doran, J., inspecting .....	5 00		
Jackson, D., do .....	2 00		
Jones, C. S., travelling expenses .....	65 50		
Margach, M., services .....	100 00		
Sills, E. G., inspecting .....	5 00		
Taylor, T. C., travelling expenses .....	115 00		
White, A., do .....	10 00		
Walker, T. A., inspecting .....	6 50		
Watters, T., do .....	3 00		
		527 70	
			23,391 03
CROWN TIMBER OFFICE, OTTAWA.			
Darby, E. J., acting agent .....	1,200 00		
Larose, S. C., clerk .....	900 00		
Rainboth, E. J., surveyor .....	200 00		
		2,300 00	
Disbursements .....		732 37	
			3,032 37
<i>Carried forward</i> .....			26,423 39

APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1896.

Name.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....					26,423	39
<b>CROWN TIMBER OFFICE, QUEBEC.</b>						
Nicholson, B., agent.....	1,400	00				
Harney, Thomas, caretaker and messenger .....	100	00				
Disbursements.....			1,500	00		
				546	96	
					2,046	96
<b>FISHERY SERVICE.</b>						
<i>Salaries of Overseers.</i>						
Armstrong, John .....	50	00				
Bilton, Geo .....	75	00				
Bole, Duncan .....	100	00				
Clark, N .....	50	00				
Emmons, J .....	50	00				
Huntingdon, S. H. ....	100	00				
Johnson, J. A. ....	200	00				
Little, Jno. T .....	50	00				
May, D .....	50	00				
Moore, F. J. M. ....	75	00				
Moran, A .....	50	00				
McCann, P .....	50	00				
McKewen, S. R. ....	50	00				
McKirdy, W .....	100	00				
McComber, A .....	136	50				
Noquay, Thos. ....	2	62				
Seidewand, G. E. ....	50	00				
Sliter, A. E. ....	50	00				
Sly, Lester .....	50	00				
Smith, R. R. ....	50	00				
Willmott, H. J .....	50	00				
Whelan, James .....	50	00				
				1,489	12	
<i>Disbursements of Overseers.</i>						
Johnson, J. A. ....	63	50				
McComber, A. ....	5	40				
				68	90	
					1,558	02
<b>WOOD RANGING AND INSPECTION OF TIMBER LANDS.</b>						
Bremner, J. L. ....				1,065	05	
Bird, John M .....				185	87	
Brady, John .....				1,100	00	
Belding, A. W .....				907	56	
Beebe, W. A .....				29	00	
Olegg, Sam'l. ....				579	00	
Christie, W. P .....				866	65	
Cochrane, Geo. ....				81	62	
Devine, Wm .....				36	00	
Fraser, D .....				471	25	
Ferguson, Geo. A .....				266	00	
<i>Carried forward</i> .....						30,028 37

APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1896.

Name.	\$	c.	\$	c.	\$	c.
<i>Brought forward..</i>					30,028	37
<b>WOOD-RANGING AND INSPECTION OF TIMBER LANDS.—Continued.</b>						
Gladman, G. G.			34	52		
Gardner, John			32	00		
Halliday, F.			331	00		
Hall day, James			1,070	00		
Henderson, Chas			1,328	40		
Hurd, Edw			219	05		
Johnson, S. M.			1,804	76		
Johnson, J. A.			55	00		
Johnson & Beveridge			22	80		
Kennedy, John			1,101	70		
Kearney, W. J.			175	97		
Lewis, Clifford			1	00		
Mooney, Thos			279	76		
Malone, W. P.			6	58		
Moore, D. H.			1,598	90		
Margach, Wm			600	00		
Matrice, John			16	80		
McGown, Wm			1,440	50		
McGown, T.			343	00		
McDougall, D.			399	40		
McCogherty, P.			1,157	00		
McDonald, D. F.			262	00		
McCamus, Thos			16	80		
McKelvie, A.			31	30		
Purvis, J.			606	78		
Paget, Geo			1,419	90		
Pardee, J. B.			702	50		
Quinn, Wm			803	00		
Regan, John			1,452	37		
Robinson, Wm			1,301	83		
Robertson, W. H.			110	00		
Russell, Wm			1,844	91		
Sullivan, John			1,448	00		
Sinclair, F.			1,128	00		
Sinclair, A. G.			42	00		
Swanston, Jas			66	50		
Smith, J. W.			1,276	30		
White, J. B.			1	20		
Wigg, Thos. W.			1,098	00		
Wickens, A. E.			24	00		
Williams, G. A.			126	00		
Waugh, Wm			16	80		
Waugh, Thos.			16	80		
					32,808	16
<b>FIRE RANGING.</b>						
Alexander, Samuel	1895		27	00		
Aymor, James	1895		58	00		
Aikins, George	1895	40	00			
do		115	00			
				155	00	
Ayotte, Louis			50	00		
Argue, Wm			118	00		
Aylward, James		74	00			
Disbursements		375	00			
				77	75	
<i>Carried forward</i>					62,836	53

## APPENDIX No. 6.—Continued.

Statement of the Disbursements of the Department of Crown Lands for the year 1896.

Name.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....					62,836	53
<i>FIRE RANGING. —Continued.</i>						
Aussaint, Toussaint.....			104	00		
Airhart, Asel.....			56	00		
Austin, Charles.....			79	00		
Armstrong, Edward.....			131	00		
Brash, Robt..... 1895			194	00		
Brewer, Charles..... 1895	124	00				
do.....	112	00				
Blackwell, Wm.....			236	00		
Bowland, A. G..... 1895	125	00	122	00		
do.....	131	00				
Bowland, Wm..... 1895	130	00	256	00		
do.....	124	00				
Disbursements.....	107	06				
Brown, Hugh R.....			361	06		
Buffet, George..... 1895			119	00		
Disbursements.....			35	81		
Bromley, Thos.....			103	75		
Brannon, Samuel.....			98	00		
Berlanquette, Jules.....			112	00		
Buchan, H. F.....			113	00		
Bell, Eloyd.....			79	00		
Bowland, J. J.....			129	00		
Bartlett, G. W.....			131	00		
Cole, John..... 1895	27	00				
do.....	129	00				
Disbursements..... 1895	20	25				
Costello, Frank..... 1895			176	25		
Costello, Simon..... 1895			107	00		
Cole, George.....			112	00		
Cameron, John..... 1895	30	00	140	00		
do.....	41	50				
Coghlan, Thomas..... 1895			71	50		
Cardiff, G. M..... 1895	73	00	118	00		
do.....	106	00				
Campbell, James..... 1895			179	00		
do disbursements.....	233	25				
do.....	127	00				
Christie, W. P.....			360	25		
Chapman, C. N.....			360	00		
Carlin, Thos.....			238	00		
Cunningham, Thos.....			88	00		
Crombie, John.....			115	00		
Cochrane, John.....	103	00	118	00		
Disbursements.....	58	75				
Cousins, Thos.....	42	00	161	75		
Disbursements.....	150	00				
Carscadden, Joseph.....			43	50		
Crawford, James.....	66	00	99	00		
Disbursements.....	2	50				
Carried forward.....			68	50		
					62,836	53



APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1896.

Name.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....					62,836	53
<b>FIRE RANGING.—Continued.</b>						
Durrin, Edward..... 1895			131	00		
Driver, Joseph..... 1895	131	00				
do.....	121	00				
Disbursements.....	6	00				
Dupont, A. P..... 1895	89	00	258	00		
do.....	89	00				
Dubeault, John..... 1895	118	00	178	00		
Disbursements.....	66	60				
Devenny, Chas. E..... 1895	129	00	184	60		
do.....	126	00				
Dukuse, Wm..... 1894			255	00		
Dubois, Louis..... 1895			25	00		
Douglas, John.....			130	00		
Druinn, Patrick.....			22	00		
Disbursements.....	131	00				
	128	38				
Davies, John.....			259	38		
Dufond, Ignace.....			59	00		
Daley, Patrick.....			112	00		
Dawkins, John.....	131	00	93	00		
Disbursements.....	9	00				
Etmanski, John.....	131	00	140	00		
Disbursements.....	2	50				
Eddy, A.....			133	50		
Evers, Julius.....			131	00		
Eagle, Sidney.....			62	30		
French, John..... 1895	131	00	121	00		
Disbursements..... 1895	47	25				
French, John.....	131	00				
Fry, James..... 1895			309	25		
Fraser, W. A..... 1895			60	00		
French, Charles.....	183	00	101	00		
Disbursements.....	1	50				
Finlayson, John H.....			184	50		
Fairhall, Edward.....			124	00		
Grawberger, Thos..... 1895	118	00	119	00		
do.....	131	00				
Green, W. H..... 1895			249	00		
Gunn, John..... 1895	69	00	106	00		
Disbursements.....	58	58				
Gunn, John.....	131	00				
Gougeon, Arsene..... 1895			258	58		
Grozelle, A. D.....			129	00		
Green, Norman.....	27	50	121	00		
Disbursements.....	10	50				
Gouldie, J. S.....			38	00		
			112	00		
<i>Carried forward</i> .....					62,836	53

APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1896.

Name.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....					62,836	53
<i>FIRE RANGING.—Continued.</i>						
Gunter, H. M.....			120	50		
Haystead, John..... 1896			62	00		
Hurst, Harry..... 1895			106	00		
Hicks, J. S.....			76	50		
Humphreys, Thos. W..... 1895	126	00				
do.....	110	00				
			236	00		
Haskin, Wm..... 1895	118	00				
do.....	131	00				
			249	00		
Haley, Cornelius.....	131	00				
do..... 1895	118	00				
Disbursements.....	1	50				
			250	50		
Hoff, J. S. Morris.....			127	00		
Harvie, Andrew.....			99	00		
Higgins, John.....			99	00		
Johnson, R. W.....	131	00				
Disbursements.....	35	25				
			166	25		
Kelly, Jeremiah..... 1895	97	00				
do.....	90	00				
			187	00		
Kearns, Geo.....			119	00		
Kearney, Dennis..... 1895			87	00		
Kissick, Robert.....			105	00		
Kennedy, Robert.....	39	00				
Disbursements.....	5	63				
			44	63		
Kirby, John.....	26	00				
Disbursements.....	1	45				
			27	45		
Lougheed, Wm.....			39	50		
Lemyre, Middy..... 1895	69	00				
do.....	87	00				
Disbursements.....	32	25				
			188	25		
Lynch, John..... 1895			84	00		
Lyle, James..... 1895			106	00		
Latour, Alfred..... 1895	118	00				
do.....	131	00				
			249	00		
Logan, Hugh..... 1895	69	00				
do.....	130	00				
			199	00		
LeBrash, James..... 1895	111	00				
do.....	106	00				
Disbursements.....	3	45				
			220	45		
Langevin, Joseph.....			102	00		
Long, H. E.....			105	00		
Lalond, J.....			118	00		
Maxwell, John..... 1895	51	50				
do.....	49	00				
			100	50		
Maher, P..... 1895			118	00		
Margach, Wm.....			150	00		
Munroe, J. H..... 1895	118	00				
<i>Carried forward</i> .....					62,836	53

APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1896.

Name.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....					62,836	53
<i>FIRE RANGING.—Continued.</i>						
Disbursements ..... 1895	19	13				
Munroe, J. H. ....	110	00				
Disbursements ....	12	75				
			259	88		
May, Wm. ....	131	00				
Disbursements ....	18	60				
			149	00		
Macdonald, D. F. ....			270	00		
Mullen, A. S. ....			50	00		
Matre, Eli. ....			131	00		
Marquette, Chas. F. ....	127	00				
Disbursements ....	5	50				
			132	50		
Malloy, John. ....			15	00		
Mannering, Richard. ....			118	00		
Maves, Wm. ....			109	00		
Maloney, John. ....	104	00				
Disbursements ....	9	00				
			113	00		
McConkey, Robert ..... 1895			6	00		
McKeown, Michael ..... 1895			33	00		
McIntosh, Murlock .....			72	00		
McCreight, John. ....	126	00				
do .....	132	00				
Disbursements ....	18	12				
			276	12		
McDermitt, Patrick ..... 1895	131	00				
do .....	130	00				
Disbursements ....	36	00				
			297	00		
McMaster, Wm. ....	117	00				
Disbursements ....	65					
			117	65		
McDermitt, Edward. ....	131	00				
Disbursements ....	3	00				
			134	00		
McIntosh, D. .... 1895			118	00		
McColl, Arthur .....	122	00				
Disbursements ....	64	03				
			186	03		
McGinney, James .....			79	00		
McAmmond, Joseph ..... 1895			85	00		
McQuey, Dennis ..... 1895	118	00				
Disbursements ..... 1895	25	53				
McQuey, Dennis .....	131	00				
Disbursements ....	6	21				
			280	74		
McBride, Archibald ..... 1895	118	00				
Disbursements ....	19	68				
			137	68		
McFarlane, John ..... 1895	89	00				
do .....	92	00				
Disbursements ....	64	13				
			245	13		
McIntyre, Wm. .... 1895	118	00				
do .....	131	00				
			249	00		
<i>Carried forward</i> .....					62,836	53

APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1896.

Name.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....						62,836 53
<i>FIRE RANGING.—Continued.</i>						
McDonnell, Alex. .... 1895	118	00				
do ..... 1895	131	00				
			249	00		
McKay, Angus..... 1895	118	00				
do ..... 1895	129	00				
Disbursements .....	33	50				
			280	50		
McDermott, Thos. J. ....			56	70		
McElroy, Robert.....			105	00		
McLeod, Dougald .....			136	00		
McLaren, David .....			105	00		
McPhee, Hugh .....			111	00		
McConnell, Eric .....			92	00		
McGregor, Peter .....			131	00		
McDonald, A. J. ....	111	00				
Disbursements.....	5	75				
			116	75		
McLachlan, Peter .....	126	00				
Disbursements .....	9	00				
			135	00		
McNeill, Archie..... 1895			98	00		
Nevers, Charles .....			131	00		
Oag, Wm ..... 1895	40	00				
Disbursements .....	36	00				
			76	00		
Oram, John ..... 1895	118	00				
do ..... 1895	131	00				
			249	00		
O'Neil, H. F ..... 1895	131	00				
Disbursements .....	67	18				
			198	18		
O'Neil, A. J ..... 1895			381	40		
O'Brien, Dennis .....			126	00		
Piper, Richard ..... 1895			107	00		
Prince, Adam ..... 1895			118	00		
Plurde, Charles ..... 1895	125	00				
do ..... 1895	131	00				
			256	00		
Potvin, Jules..... 1895			110	00		
Pommerville, Thos. .... 1895			110	00		
Phillips, Wm. J. .... 1895			59	00		
Quirk, Peter .....			110	00		
Ryan, John ..... 1895			118	00		
Regan, Hugh..... 1895			106	00		
Rorden Bros. ....			54	00		
Rawson, Chas. E. ....	55	00				
Disbursements .....	3	75				
			58	75		
Stewart, Joseph..... 1895	131	00				
do ..... 1895	128	00				
			259	00		
Suell, John..... 1895	28	00				
do ..... 1895	24	00				
			52	00		
Smith, W. J ..... 1895			100	00		
Slade, Wm..... 1895			116	00		
<i>Carried forward</i> .....						62,836 53



## APPENDIX No. 6.—Continued.

## Statement of the Disbursements of the Department of Crown Lands for the year 1896

Name.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....					62,836	53
<i>FIRE RANGING.—Continued.</i>						
Stewart, James..... 1895	113	00				
do .....	131	00				
Stewart, E. B .....			244	00		
Sproat, Joseph .....			238	00		
Smith, Matthew .....			128	00		
Stewart, Frank.....			105	00		
Stanley, John .....			59	00		
Seeley, Louis.....			93	00		
Skuce, Thos.....	131	00	131	00		
Disbursements .....	20	00				
Scantlin, John A.....	106	00	151	00		
Disbursements .....	4	75				
Scantlin, James .....			110	75		
Thompson, W. .... 1895			51	00		
Trussler, Byron..... 1895			93	00		
Disbursements .....	116	00				
	7	13				
Tucker, Wm .....			123	13		
Thivierge, Xavier .....			39	00		
Thaxter, Robert..... 1895			119	00		
do .....	75	00				
	131	00				
Thomson, Alex.....	124	00	206	00		
Disbursements .....	264	13				
Thomas, John M.....			388	13		
Tait, Wm. A.....			105	00		
Vaudette, Eustace.....			123	00		
Vincent, Jos.....			52	00		
Wells, J. Walter .....			187	12		
Wells, John R. ....			98	00		
Young, Wm .....			99	00		
			107	00		
Less amount refunded by limit holders .....			24,863	90		
			1,189	12		
					23,674	78
<i>BUREAU OF MINES.</i>						
<i>Contingencies.</i>						
Blue, A., disbursements .....	122	65				
Coleman, A. P., do .....	545	97				
Gibson, T. W., do .....	8	90				
Slaght, A., do .....	268	45				
Burwash, Ed., services and expenses .....	226	70	945	97		
Willmott, A. B., do .....	81	00				
Boustead, W. E., assaying .....	73	00	307	70		
Lawson, W., do .....	40	00				
Jellyman & Co., trays for minerals.....	20	08	113	00		
<i>Carried forward</i> .....			1,366	67	86,511	31

## APPENDIX No. 6.—Continued.

Statement of the Disbursements of the Department of Crown Lands for the year 1896.

Name.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....		1,366 67	86,511 31
<b>BUREAU OF MINES.—Continued.</b>			
<i>Contingencies.—Continued.</i>			
Willmott & Co., minerals .....	42 40		
Smith & Co., cases for minerals .....	180 00		
		242 48	
Ramsay, J. G., photo supplies .....	9 50		
Mulholland, P., do .....	12 15		
Archibald, W. R., photo slides....	14 50		
Wilkie, R. G., do .....	7 80		
		43 95	
Spackman & Co., typewriter (half cost).....		54 00	
Treeby, H., services .....		32 00	
Postage, express and telegraphing.....	336 65		
Printing and stationery .....	233 38		
		570 03	
Advertising and subscriptions.....	276 13		
Books.....	63 32		
		339 45	
Sundries .....		121 32	
			2,769 90
Refunds.....			9,524 42
Colonization Roads .....			102,719 24
Surveys .....			33,489 89
Board of Surveyors .....			200 00
Algonquin Park .....			4,478 46
Rondeau Park.....			4,430 60
<b>CULLERS' EXAMINATIONS.</b>			
Graham, G. A.....	4 00		
Disbursements .....	2 00		
		6 00	
Margach, Wm, disbursements .....		12 00	
Moore, D. H. ....	4 00		
Disbursements.....	4 35		
		8 35	
Regan, John .....	24 00		
Disbursements .....	19 78		
		43 78	
Russell, William, disbursements.....		6 00	
Tait, T. B.....	34 00		
Disbursements.....	25 00		
		59 00	
Barber, Bros., paper .....		53	
			135 66
<i>Carried forward</i> .....			244,259 48

APPENDIX No. 6.—*Concluded.*

## Statement of the Disbursements of the Department of Crown Lands for the year 1896.

Name.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....			244 259 48
FORESTRY.			
Contingencies.			
Southworth, Thos., travelling expenses .....	213 60		
Broder, W., services.....	15 00	213 60	
Milne, J., do .....	5 00		
O'Brien, S. J., do .....	28 00		
McLean, W. A., services.....	40 00		
Thompson, P., do .....	131 00		
		219 00	
Gripton, C., stamps.....		3 55	
Subscriptions.....	48 00		
Books .....	100 22		
		148 22	
Ramsay, J. G. & Co., photo supplies .....	49 05		
Mulholland, P., do .....	29 04		
		78 09	
Printing and binding .....	42 88		
Stationery .....	77 20		
Postage and express .....	27 43		
		147 51	
			809 97
CONTINGENCIES.			
Printing and binding .....	1,994 31		
Stationery.....	1,782 63		
		3,776 94	
Postage, telegraphing and express.....	1,676 56		
Cab hire, car fare, etc., cartage.....	129 75		
		1,806 31	
Subscriptions and advertising .....		1,393 56	
Extra clerks.....	1,128 00		
Extra messenger.....	85 50		
		1,213 50	
Sundries .....		252 16	
			8,442 47
			253,511 92

D. GEO. ROSS,  
Accountant

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1896.

## APPENDIX No. 7.

Special sums expended under the direction of the Department during the year 1896.

Service.	\$ c.	\$ c.	\$ c.
MINING DEVELOPMENT.			
<i>Diamond Drill.</i>			
W. W. Roche, services .....	166 68		
“ disbursements .....	50 00		
		216 68	
Freight .....	52 00		
Supplies and labor .....	61 37		
		113 37	
Advertising .....		107 29	
		437 34	
Refund .....		395 59	
			41 75
<i>Mineral Exhibit.</i>			
Services of sundry persons .....		53 00	
Freight .....	6 79		
Supplies .....	27 42		
		34 21	
			87 21
			128 96
Pigeon river slide and dam .....			1,326 41
Colonization pamphlets .....			1,018 57
Colonization house and wharf, Temiscamingue .....			700 00
Biscotasing fire commission .....			250 00
Scarlet investigation .....			5 93
Total .....			3,429 87

AUBREY WHITE,  
Assistant Commissioner.

D. GEO. ROSS,  
Accountant.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1896.



## APPENDIX No. 8.

## WOODS AND FORESTS.

Statement of revenue collected during the year ending 31st December, 1896.

	\$ c.	\$ c.
Amount of Western District collections at department.....	547,042 66	
“ “ “ Quebec.....	14,839 83	
		561,882 49
Amount of Belleville collections .....	84,990 57	
		84,990 57
Amount of Ottawa collections.....	162,769 30	
“ “ at Quebec.....	2,779 42	
		165,548 72
Total .....		812,421 78

AUBREY WHITE,  
Assistant Commissioner.

J. A. G. CROZIER,  
Chief Clerk in charge.

DEPARTMENT OF CROWN LANDS,  
WOODS AND FORESTS BRANCH,  
TORONTO, 31st December, 1896.

## APPENDIX

## WOODS AND

## Statement of timber and amounts accrued from timber dues, ground

Agencies.	Area covered by timber license.	QUANTITY AND					
		Saw logs.				Boom and	
		Pine.		Other.		Pine.	
		Pieces.	Feet, B.M.	Pieces.	Feet, B.M.	pieces	Feet, B.M.
Western Timber District.	8,011	8,538,003	673,444,218	234,608	10,986,653	86,627	16,467,959
Belleville Timber District.	1,422	412,761	46,486,869	24,726	1,547,828	6,748	1,833,413
Ottawa Timber District..	4,289	1,914,697	184,448,623	46,993	2,663,271	95,287	16,072,093
Total .....	13,722	10,865,461	904,379,710	306,327	15,197,752	188,662	34,373,465

## GENERAL STATEMENT OF

Agencies.	Cordwood.		Tan bark.	Pulp wood.	Railway ties.	Posts.	Telegraph poles.	Stave and shingle bolts.
	Hard.	Soft.						
	Cords.	Cords.						
Western Timber District. ....		25,207	90	34,981	655,300	167	399	1,244
Belleville Timber District	170	142	.....	.....	16,888	460	256	37
Ottawa Timber District..	.....	.....	.....	56	36,263	238	.....	58
Total .....	170	25,349	90	35,037	708,451	865	655	1,339

J. A. G. CROZIER,

Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS, WOODS AND FORESTS BRANCH,  
TORONTO, 31st December, 1896.

No. 9.

## FORESTS.

rent and bonus during the year ending the 31st of December, 1896.

## DESCRIPTION OF TIMBER.

dimension timber.		Square timber.						Cedar.
Other.		White pine.		Birch, ash, c.k.		Other woods.		
Pieces.	Feet, B.M.	Pieces.	Cubic feet.	Pieces.	Cubic feet.	Pieces.	Cubic feet.	Lineal feet.
20,113	935,571	19,110	989,695	O. 3 A. 89 B. 10	118 2,847 230			540
1,914	478,468			O. 1	11	10	120	224,716
8,110	642,621	2,729	138,971			49	1,413	91,207
30,137	2,056,660	21,839	1,128,666	O. 4 A. 89 B. 10	129 2,847 230	59	1,533	316,463

## TIMBER, ETC.—Continued.

Piles and head blocks.		Interest.	Trespass.	Amounts accrued.			
				Timber dues.	Bonus.	Ground rent.	Total.
Pieces.	Feet.						
		\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
1,198	55,688	4,933 47	1,772 42	755,225 52	75,005 07	29,497 50	866,433 98
.....	.....	2,901 48	37 65	54,810 75	.....	4,525 00	62,274 88
.....	.....	272 06	8 00	207,339 47	.....	20,097 00	227,716 53
1,198	55,688	8,107 01	1,818 07	1,017,375 74	75,005 07	54,119 50	1,156,425 39

AUBREY WHITE,  
Assistant Commissioner.

## APPENDIX No. 10.

RETURN of the number of locatees and of acres located ; of purchasers and of acres sold ; of lots resumed for non-performance of the settlement duties ; and of patents issued, under the "Free Grants and Homesteads Act," during the year 1896.

Township.	District or county.	Agent.	No. of persons located.	No. of acres located.	No. of purchasers.	No. of acres sold.	No. of lots resumed.	No. of patents issued.
Baxter .....	Muskoka.	Wm. Kirk, Bracebridge.....	5	532	.....	.....	.....	1
Brund .....			1	100	.....	.....	.....	1
Chaffey .....			1	100	.....	.....	1	2
Draper .....			1	109	.....	.....	1	1
Franklin .....			10	1,225	.....	.....	12	4
Macaulay .....			1	100	.....	.....	1	1
Medora .....			3	414	2	28	4	.....
Monck .....			.....	.....	.....	.....	.....	.....
Morrison .....			6	874	.....	.....	.....	1
Muskoka .....			3	480	.....	.....	2	2
McLean .....			3	432	.....	.....	3	.....
Oakley .....			5	498	.....	.....	6	.....
Ridout .....			5	699	.....	.....	2	4
Ryde .....			5	603	.....	.....	6	1
Sinclair .....			5	603	.....	.....	6	.....
Sherborne .....			2	289	.....	.....	4	.....
Stephenson .....			.....	.....	.....	.....	2	2
Stisted .....			1	198	.....	.....	.....	.....
Watt .....			5	428	1	4	2	1
Wood .....			2	218	.....	.....	4	3
.....			9	1,345	1	17	1	.....
Cardwell .....	Parry Sound.	T. MacKay, Parry Sound.....	4	798	1	100	7	4
Carling .....			4	516	.....	.....	6	1
Christie .....			16	2,642	1	23	8	1
Ferguson .....			4	667	.....	.....	4	.....
Foley .....			15	1,914	.....	.....	8	1
Hegeman .....			3	339	.....	.....	5	2
Humphrey .....			1	15	.....	.....	.....	.....
Monteth .....			6	859	.....	.....	4	.....
McConkey .....			.....	.....	.....	.....	.....	.....
McDougall .....			6	831	.....	.....	4	.....
McKenzie .....			.....	.....	.....	.....	.....	1
McKellar .....			4	394	.....	.....	.....	1
Shawanaga .....			1	200	.....	.....	.....	.....
Wilson .....			1	186	.....	.....	1	.....



Chapman .....	1	332	.....	.....	.....	3
Croft .....	12	1,641	.....	.....	.....	14
Ferrie .....	.....	.....	.....	.....	.....	4
Gurd .....	1	200	.....	2	4	4
Lount .....	3	400	.....	.....	.....	4
Machar .....	.....	.....	.....	.....	.....	11
Mills .....	1	196	.....	.....	.....	1
Pringle .....	12	1,527	.....	.....	.....	9
Ryerson .....	5	587	.....	.....	.....	4
Spence .....	7	972	.....	1	100	8
Strong .....	.....	.....	.....	.....	.....	.....
S. G. Best, Maganetawan .....						
Armour .....	9	1,154	.....	.....	.....	11
Bethune .....	14	1,905	.....	3	237	14
Joly .....	2	365	.....	.....	.....	2
McMurrich .....	6	670	.....	.....	.....	4
Perry .....	7	1,059	.....	3	121	5
Proudfoot .....	15	2,192	.....	2	52	9
.....	.....	.....	.....	.....	.....	11
Chisholm .....	17	2,520	.....	1	20	6
Hardy .....	.....	.....	.....	.....	.....	.....
Hinsworth .....	16	2,615	.....	3	44	8
Laurier .....	11	1,700	.....	1	10	10
Nipissing .....	6	1,045	.....	.....	.....	15
Patterson .....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....
Anson .....	2	302	.....	.....	.....	1
Glamorgan .....	11	1,159	.....	1	15	5
Hindon .....	.....	.....	.....	.....	.....	1
Lutterworth .....	7	856	.....	.....	.....	3
Minden .....	3	294	.....	.....	.....	3
Snowdon .....	12	1,300	.....	1	34	2
Stanhope .....	1	81	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	1
Anstruther .....	1	100	.....	.....	.....	1
Burleigh .....	15	1,800	.....	.....	.....	1
Chandos .....	5	1,028	.....	.....	.....	5
Methuen .....	13	1,794	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....
Cardiff .....	13	1,629	.....	.....	.....	5
Peterborough .....	4	432	.....	.....	.....	7
Cavendish .....	12	1,386	.....	2	6	3
Galway .....	15	1,922	.....	1	8	11
Monmouth .....	2	129	.....	.....	.....	3
Bangor .....	2	269	.....	.....	.....	1
McClure .....	.....	.....	.....	.....	.....	.....
do .....	.....	.....	.....	.....	.....	.....
Wicklow .....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
Carlow .....	1	200	.....	.....	.....	1
Cashel .....	7	987	.....	.....	.....	1
Dungannon .....	10	1,892	.....	.....	.....	4
Faraday .....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....
C. R. Stewart, Haliburton .....						
Haliburton .....	13	1,629	.....	.....	.....	5
Peterborough .....	4	432	.....	.....	.....	7
do .....	12	1,386	.....	2	6	3
Haliburton .....	15	1,922	.....	1	8	11
Hastings .....	2	129	.....	.....	.....	3
do .....	2	269	.....	.....	.....	1
do .....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
Carlow .....	1	200	.....	.....	.....	1
Cashel .....	7	987	.....	.....	.....	1
Dungannon .....	10	1,892	.....	.....	.....	4
Faraday .....	.....	.....	.....	.....	.....	8

Township.	District or county.	Agent.	No. of persons located.	No. of acres located.	No. of purchasers.	No. of acres sold.	No. of lots resumed.	No. of patents issued.
Herschel .....	{ Hastings ... }	J. R. Tait, L'Amable .....	8	846	...	...	1	4
Limerick .....			1	100	1	7	1	...
Mayo .....			5	765	...	...	...	...
Monteagle .....			12	1,256	...	...	11	4
Wollaston .....			2	249	1	33	2	4
Abinger .....	{ Addington ... }	A. H. Wood, Plevna .....	12	1,447	...	...	1	3
Denbigh .....			8	838	1	6	3	3
Canonto, South .....			1	49	...	...	1	3
do .....			...	...	...	...	...	...
Clarendon .....			17	1,895	1	2	4	2
Miller .....	{ do .....	...	3	311	...	...	...	1
Palmerston .....			16	2,455	...	...	2	3
Algona, North .....			3	406	...	...	...	4
do South .....			1	90	2	53	...	2
Brougham .....			1	150	...	...	1	2
Grattan .....	{ Renfrew ... }	James Reeves, Eganville .....	2	299	2	101	2	3
Hagarty .....			...	...	...	...	...	8
Richards .....			1	200	...	...	...	...
Wilberforce .....			...	...	...	...	...	6
Brudenell .....			1	176	...	...	3	3
Griffith .....	{ Renfrew ... }	John Whalen, Brudenell .....	1	198	...	...	...	...
Lyndoch .....			2	199	...	...	...	3
Matawatchan .....			1	200	...	...	1	1
Radcliffe .....			4	729	...	...	...	3
Raglan .....			1	100	...	...	...	4
Sebastopol .....	{ do .....	...	3	397	1	78	3	4
Sherwood .....			...	...	...	...	...	...
Alice .....			3	228	1	9	5	5
Buchanan .....			5	769	1	5	2	2
Fraser .....			...	...	...	...	...	...
Head .....	{ Renfrew ... }	J. Stewart, Pembroke .....	2	393	...	...	1	...
Maria .....			...	...	...	...	...	...
McKay .....			...	...	...	...	...	...
Petawawa .....			...	...	...	...	...	...
Rolph .....			7	903	...	...	6	4

Wylie .....		1	100			1	1
Cameron .....							1
Bonfield .....		11	1,210				8
Calvin .....		7	800			6	4
Ferris .....	Nipissing.	25	2,813		1	25	3
Mattawan .....		6	753			2	2
Papineau .....		6	600			6	7
Korah .....							
Parke .....	Algoma						
Prince .....		4	640		1		2
Plummer .....	Algoma						3
St. Joseph's Island .....	Algoma	15	1,518			15	2
Crooks .....		1	200				
Dorton .....		2	317				
Dawson Road .....	Thunder Bay						
Oliver .....		8	1,287			7	4
Paipoonge .....		26	3,044			20	1
Atwood .....		1	75			3	
Blue .....		4	560			2	
Curran .....		2	205			2	
Dilke .....		19	2,613		2	7	
Morley .....						1	
Nelles .....	Rainy River						
Patullo .....		1	52			2	
Roseberry .....		18	2,791			5	
Sheuston .....		4	511		2		3
Tait .....							
Worthington .....							
Aylsworth .....		1	116			1	
Barwick .....		2	175				
Carpenter .....		1	179				
Crozier .....		5	653		1	11	
Devlin .....		9	1,240		2	1	
Dobie .....							
Lash .....	Wm. Stephenson, Big Forks	5	760		1	40	
Roddick .....							
Woodyatt .....		3	480				
McIrvine .....		1	160		2	82	2
Totals .....		725	95,476	50	1,781	470	271

JOSEPH J. MURPHY,  
Clerk in Charge.

DEPARTMENT OF CROWN LANDS,  
TORONTO, December 31st, 1896.

AUBREY WHITE,  
Assistant Commissioner.

# APPENDIX No. 11.

## FISHERY OVERSEERS.

### Under The Ontario Fisheries Act.

Name.	District.	Post Office Address.	Salary.
John H. Willmott.....	Muskoka District.....	Beaumaris .....	\$ c.
Francis James Moore.....	Peterborough, Victoria and Haliburton .....	Lakefield.....	50 00
Norman Clark.....	Lanark, and parts of Frontenac and Addington .....	Mississippi Station .....	75 00
John T. Little.....	Part of Algoma District.....	Iron Bridge .....	50 00
Samuel R. McKewen.....	Manitoulin Island.....	Tchummah .....	50 00
Robert R. Smith.....	Part of Renfrew County .....	Egansville .....	50 00
William McKirdy.....	River and Lake Nepigon and tributaries .....	Nepigon .....	100 00
John Emmons.....	Rainy River District.....	Rat Portage .....	50 00
John A. Johnson.....	Parts of Parry Sound and Muskoka .....	Parry Sound .....	200 00
Justus B. Smith.....	Charleston Lake .....	Charleston .....	.....
Peter McCann.....	Thames River and waters tributary .....	London .....	50 00
S. A. Huntington.....	Lake Nipissing, etc.....	North Bay .....	100 00
Duncan Bole.....	Algoma District .....	Sault Ste. Marie .....	100 00
Lester Sly.....	Parts of Frontenac and Leeds .....	Morton .....	50 00
George Bilton.....	do .....	Newborough .....	75 00
A. E. Sliter.....	Gananoque River and Lakes, etc .....	Morton .....	50 00
Geo. E. Siedeward.....	Stony Lake, South River and tributaries .....	Sundridge .....	50 00
Isaac Gardiner.....	Rondeau Park .....	Rondeau .....	.....
Daniel May.....	Bethune, Proudford and parts of other townships .....	Huntsville .....	50 00
John Armstrong.....	Lake Temiscaming, part of, and tributaries .....	Liskeard .....	50 00
Austin Moran.....	Part of Renfrew County .....	Mount St. Patrick .....	50 00
James Whalen.....	Part of Thunder Bay District.....	Port Arthur .....	50 00
Thomas Norquay.....	Lake Manitou .....	Manitowaning .....	35 00

A. KIRKWOOD.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1896.



# APPENDIX No. 12.

Statement of the number of letters received and mailed by the Department in 1894, 1895, 1896.

Years.	Sales and Free Grants.	Accounts.	Surveys.	Woods and Forests.	Colonization Roads.	Mines.	Totals.	Names indexed.	Enclosures.	Orders in Council.	Returned letters.	Mailed from Department.
1894.....	7,523	1,030	3,003	5,455	2,215	.. . . .	19,226	24,700	34,600	63	37	29,865
1895.....	10,872	1,277	3,852	5,783	2,263	1,653	25,700	33,688	35,700	65	32	34,184
1896.....	10,889	2,300	5,749	4,660	2,252	1,900	27,750	34,785	35,950	63	83	35,393

FRANK YEIGH,  
Registrar.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1896.

## APPENDIX No. 13.

Statement of Patents, etc., issued by the Patents Branch during the year 1896.

	Number.
Crown Lands.....	318
School ".....	64
Mining ".....	11
Public " (late Clergy Reserves).....	29
Free Grant Lands (A.A.).....	27
"        " (under Act of 1880).....	220
Rainy River " (Mining and Crown).....	128
Mining leases.....	157
Licenses of occupation.....	4
Rondeau Harbor leases.....	5
Crown leases.....	2
Total.....	965

CHARLES S. JONES,  
Chief Clerk.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1896.

# APPENDIX No. 14.

Statement of municipal surveys for which instructions were issued during the year 1896.

No.	Name of surveyor.	No.	Date of instructions.	Description of survey.	Date when confirmed.
1	James Robertson .....	602	March 20th, 1896 .....	To survey the road allowance between the second range north of the Long-woods road and the first concession of the township of Ekfrid, across lot number one, and to plant stone or iron monuments in such positions on each side of said road allowance as will show its true position across said lot.	.....

GEORGE B. KIRKPATRICK,  
Director of Surveys.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, December 31st, 1896.

# APPENDIX No. 15.

Statement of municipal surveys confirmed during the year 1896.

No.	Name of surveyor.	No.	Date of instructions.	Description of survey.	Date when confirmed.
1	J. G. Sing .....	592	2nd March, 1894 .....	To survey that part of the blind line between the eleventh and twelfth concessions in the rear of lots numbers nineteen to thirty inclusive, in the township of St. Vincent, and to plant durable monuments of stone or iron at the rear angles of said lots on said line.....	November 24th, 1896.
2	Elihu Stewart.....	600	11th October, 1895. ....	To survey the road allowance between the eleventh and twelfth concessions of the township of Vespra, from lot number five, or as near there- to as the original concession line can be clearly ascertained, to lot number fifteen, or as near thereto as the original concession line can be clearly ascertained, and to define said concession road allowance across said lots by permanent stone monuments on either side thereof. . . . .	July 14th, 1896.

GEORGE B. KIRKPATRICK,

Director of Surveys.

AUBREY WHITE,

Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,

Toronto, December 31st, 1896.



# APPENDIX No. 16.

Statement of Crown Lands surveys in progress, and amounts paid to date, during the year 1896.

3 C.L.

No.	Date of instructions.	Name of surveyor.	Description of survey.	Amount paid.
1	18th June, 1896.....	James Dickson .....	Township of Harrow.....	\$ 1,300 00
2	18th June, 1896.....	J. S. Laird .....	" " Curtis.....	1,300 00
3	18th June, 1896. ....	J. Tiernan .....	Parts of the townships of Tupper and Archibald.....	1,500 00
4	31st December, 1896. ..	James F. Whitson .....	Expenses re survey of timber lands, Spanish River, etc .....	75 00
				<u>\$4,175 00</u>

GEORGE B. KIRKPATRICK,  
Director of Surveys.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
Toronto, December 31st, 1896.

# APPENDIX No. 17.

## Statement of Crown Lands surveys completed and closed during the year 1896.

No.	Date of instructions.	Name of surveyor.	Description of survey.	Amount paid.	No. of acres.
1	25th November, 1895.	S. Malcolm.	Marsh lands at Shrewsbury	\$ 390 25	.....
2	26th May, 1896.	A. Niven.	Meridian line between the districts of Nipissing and Algoma	4,737 60	.....
3	28th May, 1896.	J. W. Fitzgerald.	Township of Airy.	3,468 08	49,644
4	18th June, 1896.	T. B. Speight.	Ekon.	1,611 75	23,055
5	18th June, 1896.	A. H. Macdougall.	Rugby	1,609 16	22,988
6	18th June, 1896.	W. J. Burke.	Macpherson and line between townships 12 and 20	2,203 68	26,549
7	18th June, 1896.	B. J. Saunders.	" Falconer	1,619 80	23,140
8	18th June, 1896.	Coad and Robertson.	" Martland	1,616 02	23,086
9	18th June, 1896.	David Beatty.	Residue of the township of Freeman.	1,843 51	19,193
10	24th June, 1896.	James Dickson.	Repositing town plot of Hilton and correction in McKinnon.	414 05	.....
11	10th July, 1896.	Elihu Stewart.	Outlines of township in Rainy River District.	3,145 50	.....
12	22nd April, 1896.	T. R. Deacon.	Town plot of Dryden.	128 28	.....
13	23rd April, 1896.	T. R. Deacon.	Timber berths near Manitou Lakes	354 60	.....
14	2nd March, 1896.	Joseph Cozens.	Islands in Lake Huron, west of Fort Lock Harbor	495 55	.....
15	21th July, 1896.	James F. Whitson.	Expenses re survey of Burnt Lands near Biscotaing	237 45	.....
16	25th September, 1896.	James Dickson.	Inspection of surveys, 1896.	1,042 21	.....
17		E. J. Rainboth.	Services re plans and descriptions of timber berths in Algonquin Park	357 00	.....
18		D. J. Gillon.	Report of inspection re water power at Fort Frances	25 00	.....
19		G. B. Kirkpatrick.	Expenses re investigating disputed claims, Thunder Bay and Rainy River Districts	105 50	.....
20		Wm. Margach.	On account of timber berths near Manitou Lakes	550 00	.....
21		James F. Whitson.	Services as Draughtsman	1,200 00	.....
22		A. Robillard.	" Clerk	412 00	.....
23		C. McPherson.	" Draughtsman	126 00	.....
24		D. G. Boyd.	" "	154 00	.....
25		S. J. O'Brien.	" Clerk	26 00	.....
26		C. M. Smith.	Maps of Huron and Ottawa territory	720 00	.....
27		Customs	Re maps	105 50	.....
28		Copp, Clark Co.	Maps	1,072 00	.....
29		Rice Lewis & Co.	Iron posts	25 00	.....
				29,314 89	187,525

AUBREY WHITE,  
Assistant Commissioner.

GEORGE B. KIRKPATRICK,  
Director of Surveys.

DEPARTMENT OF CROWN LANDS, TORONTO, December 31st, 1896.

(Appendix No. 18.)

RESIDUE OF THE TOWNSHIP OF FREEMAN.

DISTRICT OF PARRY SOUND.

PARRY SOUND,

December 2nd, 1896.

SIR,—I have the honor to report that I have surveyed concessions seven, eight, nine and ten of the township of Freeman under your instructions dated 18th June, 1896.

I commenced the survey after observing Polaris on July 23rd, 11 h. 13 m. p. m. (azimuth  $1^{\circ} 46'$ ) at the front of concession VII., and at side road 25 and 26, which point I had established on my survey of last summer, and ran N.  $20^{\circ} 51' 40''$  W. to the line between concessions VIII. and IX. which I ran N.  $69^{\circ} 8' 20''$  E., connecting with my work of last season at side road 15 and 16, and continued same line westward under repeated observations of Polaris, and ran the several side roads north and south of said line as I continued the work westward.

I produced the north boundary of the township across Moose bay and continued it in the same line westward, and planted posts for the several lots as shown on traverse sheet, which I thought would be preferable to scaling around the shore and planted post there.

There is but a small percentage of this season's survey fit for agricultural purposes, and the greater part of that is along concession line VIII and IX and between Moon river and Moose bay.

The lumber company operating in the township has a waggon road which starts at Foot's bay on Lake Joseph, and passes through the township to navigable water below the high falls on Moon river. Perhaps it would be more properly called Moon river inlet, from where the north boundary crosses to within about  $\frac{1}{2}$  a mile of the high falls, as there is little or no current at the boundary excepting in high water, although the water is dark colored.

The timber on the north and east side of Moon river is principally pine and hardwood, and on the south and west side hardwood, pine and hemlock, where it has not been burnt, but the greater portion has been burnt over many years ago as is shown on timber plan accompanying the field notes.

The only white settler in this portion of the township is on lot 35, concession IX, on the north side of Moon river. There are a number of Indian families composing a small village on lots 54 and 55, concession VII, and on the shore of the Georgian Bay, all of whom wished me to have their names entered for certain lots on the most of which some improvements have been made. I have therefore made return as requested.

I have the honor to be, sir,

Your obedient servant,

(Sgd.) DAVID BEATTY,

Ontario Land Surveyor.

To Honorable J. M. GIBSON,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 19.)

## TOWNSHIP OF MARTLAND.

DISTRICT OF NIPISSING.

GLENCOE, ONTARIO,

December 23rd, 1896.

SIR,—In accordance with instructions dated the eighteenth day of June, A.D. 1896, we have surveyed the township of Martland, in the district of Nipissing and Province of Ontario, into lots of three hundred and twenty (320) acres each.

The township was reached by railroad to North Bay, thence by steamer across Lake Nipissing to the head of the Chaudiere Falls at the outlet of the waters of Lake Nipissing or the head of the French river. After a portage of about one-third of a mile here, we proceeded by canoe down the French river for a distance of about twelve miles to the outlet of the Wolseley river, by which latter river we entered the township after a further paddle of about five miles and made our first camping place about the line between lots one and two in the second concession.

Here we took an observation for meridian on the night of the 17th of July, A.D. 1896, and connected with the east boundary of the township at Wolseley river. This boundary is well cut out and we were able to get a sight of about one and a half miles along it, we then proceeded to the southeast corner of the township where we found the tamarac post mentioned in the field notes supplied us, as marking the starting point of our survey.

From this post we carried on the work of survey westerly and northerly, retracing the south boundary and planting posts where specified.

On account of the north boundary measuring one chain and fifty-five links more than the south boundary or than the nett 480 chains, we ran the line between lots 2 and 3 and planted the posts so as to leave the odd measure in lot 1.

The east boundary was also retraced and rechaind across concessions I., II., III. and IV.

Nearly all of the mile posts planted in the original survey of the boundaries were found.

As will be seen by the plan and field notes the township is comparatively level and throughout the greater portion of it the rock is well covered to a considerable depth with soil. This soil in some places is sandy, in others it is a loamy clay, and for the most part is land well adapted for agricultural purposes, as was evidenced by the growing crops of several families of settlers, particularly of oats, peas and potatoes.

Except near the Wolseley river and the small lakes there is not much of the township that can be called rocky or broken. The greater part of it has, within recent years, been burnt over and is now largely grown up to poplar, birch, spruce, tamarac, willows, etc. There are, however portions that have not been so burned over, as shown by the timber map, and in these are some nice patches of hardwood bush, containing some good bass, maple and birch.

The township is fairly well watered with small creeks and the lakes. The Wolseley river is a small, sluggish, shallow stream, except where in numerous places it expands into lakes of considerable size and depth. Across lots 3, 4 and 5 it is hardly suitable for canoeing at low water, and across lots 7 and 8 this is altogether impossible.

The lakes forming the chain east of lot 9 in the fifth and sixth concessions are of the same level and might almost be considered a part of the west bays of Lake Nipissing. They have an elevation of only about five feet above it and only two short portages of about fifty feet each are required to be made from the township to reach the open water of Lake Nipissing by boat.



On lot 9 in the fifth concession between this claim of lakes and one of the expansions of Wolseley river there is a natural descent over bare rock of about twenty-five feet, over which when the water above rises about two feet higher than low water mark it pours to the river below. At this place is an excellent site for mill or other water power.

In the township are four families of settlers, who came in during the early spring of the present year and are located and making clearings, as shown on the plan. The heads of these families were probably in lumbering previous to settling there. The road shewn through part of the township was constructed by the lumbermen and is fairly good.

From the comparatively level nature of the township and the land lying to the west and north, which, as far as we could judge and ascertain, is of the same character, we are of opinion that it would not be expensive to open up a road from some point on the Canadian Pacific Railway (probably Warren station), by which means the township of Martland and the other townships adjoining such roads might be opened up to settlement for farming purposes to which they are adapted.

The survey throughout was carried on by one party and the chain men and other men employed were well qualified for the work, each having had considerable experience, band chains were used in measuring. Observations showed the magnetic variation to be 7 degrees west. The compass needle worked very steady and in no part was there any perceptible local attraction. The township contains altogether 23,086 acres, of which 845 acres are of water.

The survey of the lakes was made with the Rochon micrometer.

When the work of survey was completed we left the township by settlers' sail boat through the lakes in the north part and across the west end of Lake Nipissing to Sturgeon Falls, on the Canadian Pacific Railway and thence home.

All of which is respectfully submitted.

We have the honour to be, Sir,

Your obedient servants,

COAD & ROBERTSON,

Ontario Land Surveyors.

Honourable J. M. GIBSON,  
Commissioner of Crown Lands.  
Toronto.

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(Appendix No. 20.)

## TOWNSHIP OF AIRY,

DISTRICT OF NIPISSING.

PETERBOROUGH, ONTARIO,

December 7th, 1896.

SIR,—I have the honour to submit herewith the plan and field notes of the township of Airy, in the Nipissing District, surveyed under instructions from your Department, dated May 28th, 1896.

The township lies immediately south of the Algonquin Park and on the line of the Ottawa, Arnprior and Parry Sound Railway, now completed and opened for traffic.

Having taken the necessary observations, etc., I commenced the survey by producing, as instructed, the side line between lots 5 and 6, surveyed by O. L. S. Purvis, in 1893, for the St. Anthony Lumber Company, south to the south boundary of the township (being the north boundary of the township of Sabice) at the same time laying off the

concessions IV., III., II. and I. I also produced the concession lines IV. and V. and VI. and VII., which had been run by Mr. Purvis through the first ten lots,

I carried the survey of these first seven concessions to the east boundary, after which I moved to the west side of the township and thence carried the survey of the remaining seven concessions to the same boundary, thus completing the regular survey of the township.

I planted three of the iron posts, supplied and marked by the Department, in their proper places, facing them respectively to the townships marked on them. At the south-west, south east, and north-east corners of the township, and the fourth iron post I planted on the north boundary, at the distance of four chains and forty links east from the northwest corner, which is in a lake.

That part of the township bounded by Hay Creek on the west by the Madawaska River on the north and by the side line 25 and 26 on the east containing about 12,000 acres is a very fair tract of land for this country.

It is composed of a sandy clay loam of average depth and tolerably free from stone and where not burnt there is a fair growth of mixed bush, the hardwood kind predominating.

On this land there are already some fifteen settlers who are hewing out for themselves comparatively good homes and now that the railway is opened through it there will, in a few years, no doubt, be formed a thriving settlement.

The small tract west of Hay Creek and all the remainder of the township north of the Madawaska are broken by gniess ridges and rock outcrops more or less rugged, but in the valleys between, stretches of fertile alluvial soil are frequently met with.

This rough country is densely wooded with a mixed bush chiefly white pine with balsam, spruce, cedar, birch and willows in about the orders named. The pine is a fair quality and size while the other woods attain average size, but at the present time are not deemed of much commercial value. The Madawaska river which flows in a south-easterly direction through the township is a rapid stream averaging about two chains in width and eighteen inches deep, having a stony bed and flat rocky banks for the greater part.

On lot 28, concession IV., there is a fall of seven feet in a distance of about three chains Hay creek flowing out of Hay lake in the township of Sabine discharges into Long Lake and the Madawaska, it averages nearly two chains wide and is, in places three feet deep having a slow current.

The township is generally over-spread with lakes and streams, all of them of good clear water, but contain very little fish of value. The geological features of the township are of the kind prevalent in this district and therefore need not, I presume, be further described here.

The village of Whitney exclusively the property of the St. Anthony Lumber Company is situated on the north parts of lots 6, 7 and 8, concession V. The company's large sawmill is on lot 6, on the southeast shore of Long Lake.

It is fitted with all the modern appliances such as band saws, gates, etc., and has a working capacity of 400,000 feet B.M. per twenty-four hours.

The mill is lighted throughout by electric light manufactured by the company's plant on the premises.

Up to the 1st September the mill was run day and night, but after that date in the daytime only until the close of the season.

There was in the piling yard in September about 30,000,000 feet pine B.M. On lot seven there is a planing mill which is used mainly for local purposes.

The village has a population of about four hundred. There are about fifty buildings, clapboard, one church, one school, one general store (company's), post office, bakery, blacksmith and barber's shops.

On the north side of the river on lot 8, concession VI., there is a group of eight or ten houses and two stores, having a population of probably forty or fifty people.

A little further to the northeast on lot 10, concession VII., there is another small hamlet called Nipissing of some seventeen log houses, occupied also by employees of the St. Anthony Company, numbering about fifty or sixty, this giving a total resident population in connection with the company operations of five hundred people.

As will be seen by a reference to the accompanying plan that the Ottawa, Arnprior and Parry Sound Railway, through the township, runs, for the greater part, along the south bank of the Madawaska, partaking pretty much of its windings, etc.

There are but few heavy cuttings or embankments on this part of the line, although considerable work has been encountered in rounding the numerous hills and side slopes that occur en route by the river's side.

On lot 12, concession VII., the railway crosses to the north side of the river over an iron bridge on good masonry abutments. After proceeding about one mile west of Whitney Station the line crosses Mud lake on a pile bridge for part of the way. A short branch line is run from the railway station to the piling yard, crossing the river on a wooden truss and crib abutments. The road shows good working grades, is substantially built and is destined, I believe, to do in the near future a large and paying business. Viewing the township as a whole, I consider that forty per cent. of the land area is suitable for cultivation, while a large percentage of the remainder can advantageously be used for pasturage and other purposes. A list of the settlers, giving the extent of improvements, values, etc., is furnished herewith.

Hoping the returns will be found satisfactory,

I have the honor to be Sir,  
Your obedient servant,

JAMES W. FITZGERALD,  
Ontario Land Surveyor.

The Honorable J. M. GIBSON,  
Commissioner of Crown Lands,  
Toronto.

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(Appendix No. 21.)

## TOWNSHIP OF MACPHERSON.

DISTRICT OF NIPISSING.

INGERSOLL, ONTARIO,  
October 26th, 1896.

SIR,—I have the honor to report the completion of the survey of the township of Macpherson in the District of Nipissing, also the survey of a meridian line between townships numbers 12 and 20, commencing at the north-west corner of the township of Falconer, performed under your instructions of the 18th day of June, 1886.

I proceeded en route to Sturgeon Falls, where I procured men, canoes and supplies, and from there with nine of a party to the western bay of Lake Nipissing, camping close to where the line between townships numbers 12 and 20 would likely cross said bay.



I commenced my survey, as instructed, at the northwest angle of the township of Falconer, where I found a good pine post planted and well driven in the ground and marked on the north west side XX., N.E. side XII, S.W. side XIX., S.E. side XI. From this post I ran due north astronomically six miles, planting wooden posts in stone mounds at every mile, until the sixth mile was reached, where I placed a large pine post and an iron post. The wooden post is squared and so placed that the lines connecting the cardinal points will pass through the angles, on the north-east side is cut Lot 14, Concession 1, and on this side the iron post is planted and is marked with Macpherson facing the township. At the northwest angle I planted a pine post marked Dunnet on the north side and on the southeast side Lot 14 Con. VI. also an iron post marked on the S.E. side Macpherson and on the S.W. side XXI. At the N.E. angle I placed a tamarac post marked on the S.W. side con. VI. lot 1. and on the N.W. side con. I. lot 1, also an iron post marked on the N.W. side Kirkpatrick, and on the S.W. side Macpherson. The eastern end of the south boundary being a marsh I planted on the line and in front of lot No. 2, 90 links from the shore of this marshy bay of Lake Nipissing a pine post in stone mound and an iron post marked Macpherson on N.W. side.

The portion of my west boundary lying north of the north-west arm being a part of the west boundary of Caldwell was surveyed before, in 1880. This line was grown up again with a thick undergrowth. I reopened this line in order to chain it, reblazing the trees as I went along.

The north boundary of my township being the south boundary of Kirkpatrick, and a portion of the south boundary of Dunnet was re-surveyed and re-posted by myself. I followed Salter's base line, which was not well adhered to in the survey of Kirkpatrick. I opened up a good line for my north boundary, cutting out all the underbrush and reblazing the trees.

I made an accurate micrometer survey of the water within the boundaries of my township, and an accurate survey of the shore of Lake Nipissing forming part of the easterly boundary of the township.

Regarding the general character of the township, it may be described as follows. The more descriptive particulars will be found in the field notes. The six miles of line between townships number 12 and 20 is all through a burned and rocky broken country.

The township of Macpherson on the whole is rather rocky, hilly and uneven, but throughout the township there are many tracts of low, level land and when cleared would be well suited for agricultural purposes.

On the south shore of the northwest bay of Lake Nipissing, which runs into the township some two miles and a half, there is a rocky bluff extending back about half a mile beyond which there is a belt of good land extending almost to the southerly boundary of the township, but being broken in places by rocky bluffs. On the north side of the bay the soil is a fair depth for about ten chains back from the shore, but beyond that it is changeable, rocky and uneven in some places, and swampy and good in others, more particularly in the northeast corner.

About two miles west of this bay, and joined to it by a creek, navigable by canoes, is a lake about two miles long, extending southwest a mile and a half from the mouth of the creek. The shores of this lake are rocky and rough, south and west of this the land is variable, in places very rough and rocky and in others level and good soil, more especially in the southwestern corner of the township. North and west of the lake the country is generally rocky, but along the valley of a creek running into the township from the west, at the upper part of concession V., and in some large marshes the land is very good. The land along the north boundary is varied but a great deal of it is good and mostly taken up by squatters.

On the point extending into Lake Nipissing, at the east of concessions I and II, the land is mostly marshy, submerged in the spring, with some rocky bluffs.



There is a plentiful supply of water throughout this township. The northwest bay of Lake Nipissing extends in through the east boundary at the third concession and extends in a northwesterly direction to lot number 6, and varies in width from ten to forty chains. Running into this bay from the northwest is a creek, navigable by canoes, which flows from the south side of a lake situated in concession IV and extending from lot 7, in the northeast part of the concession, to lot number 11 in the southwest of the same concession.

This lake has its greatest width about lots 8 and 9, where it is about sixteen chains wide and narrows at either end into long bays. Flowing into the lake from the northwest is a winding creek of some sixty links in width, coming into the township at the northern part of the west boundary of concession V and into the lake at the western side of lot number 9.

On the south boundary a large marshy creek, flowing from the northwest, runs near the boundary from lot 6 to lot A, where it empties into the middle west bay of Lake Nipissing.

This creek is navigable by canoes for some three miles.

Other small creeks traverse various parts of the township.

The waters are well stocked with fish; bass, pickerel, pike and sturgeon, while about the marshes ducks are plentiful.

All along the north boundary the land has been taken up by French Canadians, emigrated from Michigan, and a few from Massachusetts. Lots 1 and 2, concession IV and V, are also taken up, while prospectors from Wisconsin and other parts were looking at land south of Northwest bay.

There is a good settler's road along the north boundary, extending westward to lot 13, while a road is being cut along the east boundary, south of the lake, to replace a road already made through lot number 1.

There is little timber of any value, as the township has been over-run by fire, and seemingly the fire has swept over this part of the country at various periods.

The second growth is principally poplar, birch, pitch pine, with some balsam, tamarac, ash and maple. The swamps are mostly grown up with thick alders and willows.

The lines are well opened out and the trees blazed. Large posts nicely made are planted throughout the township, and in every case, where necessary, a stone mound has been placed around the posts.

I have the honor to be, Sir,

Your obedient servant,

W. R. BURKE,

Ontario Land Surveyor.

The Honourable J. M. GIBSON,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 22.)

## TOWNSHIP OF FALCONER.

DISTRICT OF NIPISSING.

BROCKVILLE, ONTARIO,  
October 1st, 1896.

SIR,—I have the honor to submit the following report on the survey of the township of Falconer, in the District of Nipissing, surveyed by me during the past summer under instructions from your Department bearing date June 18th, 1896.

The work was reached via North Bay, where a steamer was chartered to take myself and party and supplies across Lake Nipissing and down the French river and its north branch to the first rapids. From the latter point recourse was had to a large boat and canoes, by means of which we reached the point on the north branch where it is intersected by the base line of O. L. S. McAree, run in 1882. This base line forms the south boundary of Falconer, and by following the base line westerly about one-fourth of a mile the southeast angle of the township was found at the post planted by Mr. McAree.

The township of Falconer comprises what has heretofore been known as timber berth 11.

The work of surveying was commenced on the 30th July by retracing the south boundary of the township as the front of the first concession and by retracing the east boundary run by O. L. S. Niven, in 1886, at the distance of eighty chains from the southeast angle, the concession line between the first and second concession lines was started west from the east boundary and run through to the west boundary of the township. This line and the lines between lots 6 and 7 in the several concessions were made bases for the sub-division of the township.

In performing the survey, care was taken to open and blaze the lines well and permanently mark the positions of the corners established, by building stone mounds around the posts planted wherever stones were available.

Iron posts are planted in addition to the wooden posts at the four angles of the township; the one at the south-east angle has the word Falconer cut with cold chisel on its northwest side; the one on the northeast angle has the same word cut on its southwest side; the one at the northwest angle has the word Falconer cut on its southeast side and the word Martland on its southwest side and the one at the south west angle has the words Falconer and Martland cut on its northeast and northwest sides respectively.

The wooden posts planted at the four corners of the township have their respective lot and concession numbers marked upon them.

The township of Martland adjoins Falconer on the west side.

The township of Falconer like a great portion of the country in its vicinity has been burnt over, and the only green bush of any extent lies in the southeast corner; in amount about five square miles.

The green timber consists of some very good white and red pine, with spruce, tamarac, cedar, balsam, birch, and small quantities of hemlock, black ash, hard maple and iron-wood, with an occasional oak and elm.

The brule consists of small poplar, birch and pitch pine.

The township is cut up in a zig-zag manner by a chain of narrow lakes which nearly cross it three times. Their width varies from three to fifteen chains, their surfaces are upon the same level, while their waters are very soft and are stagnant. The shores of these lakes are generally spreading, bold and precipitous, reaching a height of one hun-

dred and twenty feet or more in some places. This chain of lakes has doubtless been at some former period an arm of the French river, which is noted for its deep hidden bays. They can be reached from the north branch of the French river, from the east boundary of Falconer in concession IV. where their waters discharge through a slow running channel into the French river. These lakes are connected by portages with one another, and with the Wolseley river flowing through the southwest corner of the township.

This river enters Falconer on the west boundary in concession II. and flows southeasterly into Wolseley lake, lying to the south of the central portion of the township. The waters of the river have little or no current while its shores vary from marsh to steep and bold rocks.

The geological formation of this section of the country is Laurentian, but there are some excellent tracts of land as will be seen by reference to the field notes, they consist of clay, clay loam and sandy loam, and wild grasses grow luxuriantly in many parts of the burnt portions. At least 60 per cent. of the township is adapted to agriculture.

Moose and red deer seemed to be quite plentiful, but there are few, if any, fur bearing animals. Fish are abundant in the French and Wolseley rivers and Wolseley lake.

Lumbering operations have been carried on to the south and east of Falconer. No economic minerals were met with. The average magnetic declination was  $7^{\circ} 30'$  west. Herewith are full returns of survey.

I have the honor to be, Sir,

Your obedient servant,

B. J. SAUNDERS,

The Honorable J. M. GIBSON,

Ontario Land Surveyor.]

Commissioner of Crown Lands,

Toronto.

(Appendix No. 23.)

## TOWNSHIP OF ETON.

### DISTRICT OF RAINY RIVER.

TORONTO, ONTARIO,

September 19th, 1896.

SIR,—I have the honor to submit the following report on the survey of the township of Eton in the District of Rainy River as subdivided by me during the present season under instructions from your Department, bearing date the 18th day of June, 1896.

This township is bounded as follows, on the east by the township of Wainwright, on the north by the township of Rugby, and on the south and west by lands of the Crown, at present unsurveyed.

Commencing the survey at the southeast angle of the township as defined by the 72d mile post of O.L.S., Niven's 6th meridian line, where there is an iron post marked "Lot 12" on the east side and "LXXII" on the south side. I ran due west astronomically, planting lot posts at every forty chains until the southwest angle of the township was reached where I planted an iron post  $1\frac{1}{4}$  inches in diameter forged at the top, pointed and painted red, and marked with a cold chisel "Eton" on the northeast side, at the north side of the iron bar a large pine post was also planted.



I then ran the several concession lines and north boundary, due west astronomically, from the mile post planted on the meridian line, above referred to, also the alternate side lines and west boundary due north astronomically from the post planted on the south boundary as above described, thus subdividing the township into 72 lots, 40 chains in breadth, by 80 chains in depth, the unbroken lots containing 320 acres each.

At the front angles of each lot posts of the best timber obtainable were planted and marked on the east and west sides with the numbers of the lots, and on the north and south sides, with the numbers of the concessions, except in the cases of those between lots 1 and 2, 3 and 4, 5 and 6, 7 and 8, 9 and 10, 11 and 12, which have no marking on the south sides. At the northwest angle of the township I also planted an iron bar similar to that at the southwest angle and marked "Eton" on the southeast side, and "Rugby" on the northeast side, a large pine post being planted beside it.

With the exception of a few rocky elevations in concessions V. and VI., nearly the whole surface is undulating and rolling, thus affording good facilities for drainage.

The soil is mainly composed of clay and clay loam of excellent quality, and there is scarcely a lot which does not contain enough good land to make a fair sized farm.

Fully 75 per cent. of the total area is well adapted for farm purposes.

The township is well watered by the Wabigoon, Pelican, Gull and Beaver rivers with their numerous tributaries. The Wabigoon, a fine stream about two chains in width, with an average depth of from 6 to 8 feet, and a current of about 2 miles an hour, enters the township on lot 1, in concession V., and flowing in a north-westerly and south-westerly direction, crosses the west boundary on lot 12 in concession IV. It contains good water, slightly impregnated with the clay of which its banks are formed, (hence its Indian appellation) and being free from rapids, affords uninterrupted navigation down to its confluence with Eagle river. Pelican river is about two-thirds of the volume of the Wabigoon, and is similar to the latter in many of its features, uniting with it on lot 7 in concession VI. Gull and Beaver rivers traverse small portions of the township, and have an average breadth of 50 links, with a depth of 5 or 6 feet. Both are sluggish streams. The only lake in the township is situated on lot 5 in concession I., and covers an area of 45 acres.

With the exception of a few clumps, scattered here and there, no timber of any commercial value remains, but in many places sufficient second growth tamarac, spruce, Jack pine and poplar, for the purposes of the settler can be obtained. Fire having overrun the district in 1894, the second growth timber has nearly all been killed, and the greater part of concessions V. and VI., lying north of Wabigoon river, has been almost entirely denuded, thereby rendering the clearing of that part a comparatively easy task.

No settlers have as yet located in this township, but all the arable land in the adjoining township of Wainwright having been taken up within the past year, it is probable that "Eton" will soon be the seat of a thriving settlement. The Canadian Pacific Railway which crosses the south part of the township, from side to side, affords easy access, Oxdrift station being located on lot 4 in concession I.

Large game is very scarce, but rabbits, partridges and prairie fowl are numerous.

Blueberries, raspberries and wild currants were found in great abundance.

No economic minerals were seen, but it is quite possible that the rocky bluffs may yet be found to contain minerals of value.

Accompanying the report I beg to transmit a general plan, timber plan and field notes of the entire survey.

I have the honor to be, Sir,

Your obedient servant,

T. B. SPEIGHT,

Ontario Land Surveyor.

The Honorable J. M. GIBSON,  
Commissioner of Crown Lands,  
Toronto.



(Appendix No. 24)

## TOWNSHIP OF RUGBY.

DISTRICT OF RAINY RIVER.

PORT ARTHUR, ONTARIO,

November 20th, 1896.

SIR,—I have the honor to report that in conformity with your instructions for the survey of the township of Rugby, dated the 18th of June, 1896, that I have completed the survey, plans and field notes of the same.

I commenced the survey as instructed at the northwest angle of the township of Wainwright, which is the southeast angle of Rugby. I found that O. L. S. Speight had run the north boundary of the township of Eton which is identical with the south boundary of Rugby; this I chained west and planted a post at each forty chains. I then, after taking an observation of the eastern elongation of polaris, ran the east boundary due north, planting a post at each 80 chains until I reached Pelican lake which crosses the boundary on lot 1, concession VI, the N.E. angle of which I found to be in the lake; the iron bar furnished me I planted at this intersection as being the point nearest the N.E. angle of the township. The N.W. angle of the township also occurs in a large lake; in this case I planted an iron bar at the intersection of the north boundary of lot 12, concession VI, with this lake as being the point nearest the N.W. angle of the township. All the several side and concession lines I ran, taking frequent observations for azimuth, due north and west respectively, planting posts as instructed.

The S. and S.E. portion of the township is in general gently rolling with a few hills of rock; in the N. and N.W. it is in the greater part very rough, consisting chiefly of high hills of rock, with mushkeg and small patches of clay. The soil consists of a fine white clay covering most of the S.E. portion, this is almost clear of timber and in most places can be easily made ready for the plow.

The township is well watered; there are six lakes, chiefly in the northern part; the largest, Pelican lake, occupies about 4 miles long in the N.E. corner, and extends a long way out of the township; the outlet of this lake is Pelican river, a sluggish stream about one chain wide by three feet deep with clay banks by which the water is much discolored; this river enters the township on the E. boundary of lot 1, concession II, and crosses lots 1 to 7 in concession 1, finally emptying into Wabigoon river in the township of Eton.

There is no timber of any value in the township, the south part has been completely burnt and the rest is covered by small dead second growth Jack pine, poplar, spruce and in general from 1 to 5 inches thick, very much decayed, so that a large number are blown down by every storm; the only exception to this is in a few swamps and muskegs, covered by green second growth and scrub.

Game was rather plentiful, a number of moose was seen and large numbers of partridges and pin tailed grouse.

I have the honor to be, Sir,

Your obedient servant,

A. H. MACDOUGALL,  
Ontario Land Surveyor.

The Honorable J. M. GIBSON,  
Commissioner of Crown Lands,  
Toronto.

*(Appendix No. 25.)*BOUNDARY LINE BETWEEN THE DISTRICTS OF NIPISSING AND  
ALGOMA.

HALIBURTON, ONTARIO,  
December 7th, 1896.

SIR,—I have the honor to submit the following report on the survey of part of the Boundary Line between the Districts of Algoma and Nipissing, surveyed under instructions from your Department, dated 26th of May, 1896.

The boundary had been run in 1888 by O. L. S. Proudfoot to a point 18 miles north of the northeast angle of the Township of Lumsden, or to a point about 30 miles north of the Canadian Pacific Railway, and from this 18-mile post a due west line, known as Proudfoot's Base Line, had also been run for some distance. The 18 mile iron post planted at the intersection of these two lines was therefore my starting point.

I left Toronto on the 29th of June, going through to Wahnapiæ Station on the C. P. Railway, thence by wagon road to Lake Wahnapiæ.

Crossing this lake with my four Peterborough canoes and taking my supplies for the whole line and camp outfit with me (two trips of the canoes), I portaged over into Vermilion River; thence up stream until I came to Proudfoot's Base Line, about 90 chains west of its initial point.

The journey from Lake Wahnapiæ was a very laborious one and occupied ten days. There were a number of portages of considerable length, and the river was so shallow that the men had to wade a great part of the way, drawing the canoes after them with all that they would float, and often making three and four trips to get the outfit along.

Having started four men and three canoes with all the supplies, iron posts and articles not required for immediate use across the country to try to find a route to the Montreal River, I went east along the aforesaid base line with the balance of my party (ten in number) to my starting point, and after obtaining the necessary observations, ran north, astronomically, from Proudfoot's 18-mile iron post, a distance of 102 miles, or to 120 miles north of the northeast angle of the Township of Lumsden, crossing the Montreal River on the 71st mile and the height of land between the River St. Lawrence and Hudson's Bay waters on the 76th mile.

I reached the 120-mile point, latitude  $48^{\circ} 26' 54''$  north, on the 12th of October, and then, turning easterly down the Redstone River, I crossed Nighthawk Lake, a large lake emptying into the Abitibi River and James' Bay, and after going 10 miles up the river of the same name, I portaged easterly and followed the Hudson's Bay Company's route to Matachewan Lake, an expansion of the Montreal River and upon which the Company have a "post," called "Fort Matachewan." From Matachewan I followed the Montreal River 85 miles down stream to a point about 5 miles below Bay Lake, from which a line of portages and lakes leads to Lake Temiscamingue, coming out at Haileybury, and from this point came to Mattawa by boat and rail, reaching Haliburton on 24th October.

The men with the supplies crossed the line at Welcome Lake on the 35th mile; thence through that lake and down its outlet into Upper Wahnapiæ River, and after vainly endeavoring for a week to find a canoe route to the Montreal River, returned to the line where it crosses the river on the 41st mile, from which point everything, including the four canoes, had to be carried along the line to the 54th mile, where the Montreal River was entered about 2 miles to the west and about 73 miles from Matachewan, and was made navigable for canoes after considerable labor in cutting and removing logs from the stream.

The canoe route was then down the river to where the line crosses on the 71st mile; and thence to the north end of Pigeon Lake. Here the two large canoes were left and

were afterwards taken down the river to Matachewan. The two smaller canoes were taken through on or as near to the line as possible, the Hudson's Bay Company's route to Mattagami being followed for some distance.

Owing to the difficulty of getting to the work and getting the supplies through the country, as well as the great amount of cutting on the line, the time occupied in getting the line through exceeded my estimate, and I consequently ran short of supplies. Fortunately I was able to obtain an additional supply from the H. B. Co. at Matachewan, and was thereby able to complete the work.

The line was well cut out, well blazed and carefully measured; wooden posts were planted at every mile and iron posts every three miles marked with a cold chisel "Nipissing" on the east, "Algoma" on the west and the number of miles on the south, following on in order from 18 to 120, and, wherever practicable, stones and very often large stone mounds were built around the posts. Bearing trees were also taken and their course and distance from the posts noted.

Where the end of a mile came in a lake or river the post was planted on the line on the nearest land, and distance noted and marked on the wooden post. In these cases the iron post was marked with the mile and a plus or minus sign as the case might be.

Astronomical observations were taken whenever practicable, the details of which will be found in the field notes.

The magnetic variation of the needle averaged  $7^{\circ}$  west.

#### GENERAL DESCRIPTION.

From the 18th to the 40th mile the line passes through a very hilly, almost mountainous, and broken country, with numerous lakes and streams, rocky and stony, with sandy soil, the principal timber being white pine, interspersed with spruce, birch, cedar, balsam, pitch pine, etc. The pine is generally of fair size and quality, but in places it is large and good, especially around Burwash lake, and from the 28th to the 37th mile the outlet for the timber will be by the Wahnapiæ river to Georgian Bay.

Along the 40th, 41st and 42nd miles the country is rather hilly, with sandy soil, and the timber is spruce, poplar, birch, pitch-pine, balsam, etc.

The Upper Wahnapiæ river is crossed on the 41st mile. It is about two chains wide and from two to six feet deep, flowing southeasterly.

Near the end of the 42nd mile the line enters a level tract of country, which continues to the middle of the 54th mile. The height of land between the Georgian bay waters and those of the Montreal river is crossed about the 50th mile. Along these 12 miles the country is generally swampy with spruce and tamarac timber of fair size, sometimes open spruce swamp with small timber, and again, as on 52nd and 53rd miles, small spruce, tamarac and birch, level, sandy and no water.

From 53rd to 58th mile or Shining Tree lake, the country is again undulating, with a few hills and swamps, the timber is large pitch-pine, spruce, balsam, poplar, etc., with a belt of good red and white pine crossing the 56th and 57th miles.

The 58th and 59th miles of the line are in Shining Tree lake, the outlet of which crosses the 60th and 61st miles, and after running almost parallel to the line to the 63rd mile, makes its way to the Montreal river.

From the 60th to the 65th mile the country was burnt about 30 years ago and is now growing up with pitch-pine, birch and poplar. It is generally rocky and broken. The 66th and 67th miles are rather swampy, with large tamarac and spruce timber.

At 67 miles 57 chains 14 links a line drawn due west 28 chains 70 links connected my line with P. L. S. Sinclair's 60-mile tree on his traverse of Montreal river in 1867, said tree being 51 miles by the river from Fort Matachewan.



The 69th, 70th and 71st miles are along the Montreal river, crossing it three times. The river here is about two chains wide and from one foot deep on the rapids to 10 or 12 feet in still water. It widens in places forming long lakes. Along this river there is some clay soil, the first met with on the line; here, too, is to be found some large spruce and cedar and a few white pine.

Leaving the Montreal river at the 71st mile the line passes through a comparatively level country to the height of land between the Hudson's bay and the St. Lawrence river waters on the 76th mile. The soil is sandy and the timber pitch-pine, birch, balsam and tamarac, cedar, too, in places, generally large timber.

Upon leaving "Little Hawk Lake" at the 76th mile the line passes over the west side of a mountain 700 feet high and continues through a rough and broken country, crossing numerous lakes to the 98th mile. There are burnt stretches of country along this distance, growing up with pitch-pine, poplar and birch; the greater part of it, however, is green bush and the timber spruce, pitch-pine, poplar, white birch, tamarac, balsam and cedar. There are occasional patches of white pine and more or less scattering pine. Soil sandy. Along Kitchemene lake for some distance the timber was nearly all blown down, making the cutting out of a line a laborious matter.

P. L. S. Duncan Sinclair's exploration line of 1867 and latitude  $47^{\circ} 56'$  north was crossed at 86 miles and 10 chains, and on his 24th mile.

On the 99th mile the line crosses a river flowing northeasterly to Night Hawk lake.

After leaving the 20 year old brule at the 101st mile, the line passes through a comparatively level and well-timbered country to the 109th mile, where it leaves the sandy soil and enters upon clay land, which continues to the 120th mile. The timber along this part of the line is spruce, tamarac, birch, pitch pine, poplar, balm of Gilead, cedar, etc. The last white pine noted was on a rocky ridge at the end of the 112th mile. The line was finished on the Huronian formation on level clay land with black mould, among large poplar, spruce, tamarac, balm of Gilead and balsam.

I have reason to believe that this kind of country extends west to the Mattagami river and a long distance north. The land east of Night Hawk lake and up the river is of a similar description; apparently the line had just entered upon a very large tract of rich agricultural land. One of the men said from the top of a tree, "I can see a whole county of it."

As will be seen by the plan, the line crosses numerous small lakes and streams, and the country may be said to be well watered. Burwash lake, draining into Georgian Bay, is of considerable area, and Night Hawk lake, about two miles to the east of the termination of the line, is about 8 by 10 miles. It drains into James' Bay, and is said to contain 50 islands. The route from this lake to Matachewan, after leaving the Night Hawk river a few miles, passes through a sandy, burnt country for some distance.

It is worthy of note that there has been no fire along the 100 miles during the last fifteen years, and the so called brule is the result of fires that happened from fifteen to forty years ago. The prevailing timber along the whole line is spruce. In places it is large and scattering, fit for sawlogs and from fourteen to twenty-two inches in diameter. It is of all sizes and ages, from the fifteen year old brule of two and three inches to the 100 year green bush. A great deal of it is from eight to twelve and fourteen inches. There is quite an amount of tamarac in the country fit for railway ties and a vast amount of pitch pine of large size, twelve to fifteen inches diameter; a few groves of maple were met with on the Georgian bay water-shed. Towards the close of the work large and tall poplar was one of the principal kinds of timber. There is not much cedar in the country.

The geological formations passed over were the Laurentian and Huronian, but as Mr Burwash, who accompanied me, brought down a number of specimens of rock and will make a special report, I need say nothing more.

The lakes were well stocked with fish, pike, pickerel, bass and salmon trout. Moose and caribou were frequently seen. Partridge were more numerous towards the south



end of the line than the north. Beaver were occasionally met with, causing us some inconvenience with their dams.

The Montreal River from Matachewan to Lake Temiscamingue is a fine stream, with but few portages. It is generally about 200 feet in width and expands into lakes in many places. By the erection of a dam at the east end of Bay Lake—not far from Lake Temiscamingue—to flood a rapid of a few feet above the lake, the river could be made navigable for small boats for a long distance. There is quite an amount of good pine along the river and level clay land for settlement for many miles.

“Mount Sinclair” on Sinclair’s line, about 14 miles west of Matachewan and 6 miles east of my line, is a conspicuous land mark and said to be 1,500 feet over the general level of the country. The season was favorable for the work, very little time having been lost by rain.

In conclusion, I may say, that the survey was one that entailed a great deal of labor, difficult to get to and a difficult country to get through, hilly, brushy and heavily timbered. Twice out of provisions, and a canoe journey of 150 miles at the close of the work.

I have the honor to be, Sir,  
Your obedient servant,

A. NIVEN,  
Ontario Land Surveyor.

Honorable J. M. GIBSON,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 26)

## TOWNSHIP OUTLINES.

### DISTRICT OF RAINY RIVER.

COLLINGWOOD, ONTARIO,

November 30th, 1896.

SIR,—I have the honor to submit the following report on the survey of township outlines along the line of the Canadian Pacific Railway, in the District of Rainy River, performed during the past summer under instructions from your Department dated the 10th of July, 1896.

The work is a continuation of that begun in 1891 and which has been carried on each season since that time, and consists in a traverse of the railway track from which work the townships adjacent thereto have been located.

In addition to the traverse and to the location of township boundaries, portions of the latter were run.

In most cases, where practicable, these lines were continued to the nearest township corners.

I commenced the survey this year where I closed a year ago, viz.: At an iron plug at the intersection of the centre of the railway track with the division line between the districts of Thunder Bay and Rainy River, as run by O. L. S. Niven in 1890, and which is a little east of English River Station. From this point I carried the traverse on continuously to its intersection with the east boundary of the township of Van Horne, with which I connected it. This portion of the work is shown on sheets 1 and 2 in the returns of survey.

I then moved camp west of the surveyed townships of Van Horne and Eton, and again commenced a traverse westerly from the intersection of the centre of the railway track with the west boundary of the latter township, having definitely located this point by chaining this boundary south to the southwest corner of the township.

From this point I continued the work on the same system as heretofore till I intersected the east boundary of the township of Haycock, with which I connected the traverse and concluded this season's work.

This portion of the survey is shown on Sheet No. 3.

Posts made of iron gas-pipe, 1 5-16 inches in diameter, plugged and pointed and painted red, were planted alongside of wooden posts at all township corners to which I ran, as well as at the intersection of the township boundaries with the railway right of way. Both the iron and wooden posts were marked with the numbers of the townships on their respective sides, the former with a cold chisel, and in most cases stones were piled around the posts and bearing trees taken where available.

In addition to the posts above mentioned, flatted mile-posts, made of wood, were planted on the portions of the township boundaries that were run.

They were numbered from the south and east boundaries of the townships.

In carrying out the work this season, as heretofore, every railway station and siding, all bridges, culverts, and gravel pits, every mile-board, and also all mining locations or other grants of land adjacent to or near the railway, have been connected with the line of traverse and their exact positions shown on the accompanying returns.

From English river westerly to a point near Mackenzie creek, west of Brulé station the country is ill adapted for cultivation, but on approaching the above creek a decided change in the soil is observable. A good clay takes the place of the hitherto long extent of sand and gravel; the swamps become less frequent and with this change in the soil follows a corresponding one in the vegetation which it produces. The timber is larger, and what is particularly noticeable is the luxuriant growth of grass in the openings. This was generally clover and timothy, near the railway track, the seed of which was no doubt distributed during the construction of the road.

This belt of clay land may be said to extend westerly to about the neighborhood of Vermilion bay station, a distance of upwards of fifty miles from east to west, and includes the surveyed townships of Van Horne and Eton above referred to and the pioneer farm lately established by the Ontario Government.

From Vermilion bay west to the termination of the work the country is very rocky and is dotted over with small lakes and numerous swamps.

As a result of the several seasons' work since its commencement in 1891 a range of townships is now outlined, extending from what might be called the Sudbury district on the east to that of the Lake of the Woods on the west, a distance of nearly eight hundred miles, and connecting the surveys of older Ontario with those recently made near the western boundary of the Province.

I have the honor to be, Sir,  
Your obedient servant,

E. STEWART,  
Ontario Land Surveyor.

The Honorable J. M. GIBSON,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 27.)

REPORT  
OF  
THE SUPERINTENDENT  
OF  
COLONIZATION ROADS.

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To the Honorable J. M. GIBSON,  
Commissioner of Crown Lands,  
Ontario.

SIR,—I have the honor to submit the following report of work done in connection with the Colonization Roads' branch of the Crown Lands Department during the year 1896.

One hundred and ninety miles of new road have been constructed, five hundred and fifty-eight and a half miles of old road have been repaired, and twenty-eight bridges, representing a total length of four thousand four hundred and seventy feet, have been built.

NORTH DIVISION.

ATIK-OKAN AND SEINE CANOE ROUTE.

This work was the opening of about six miles of portages for the purpose of giving canoeing and packing facilities over some sixty or seventy miles of mining territory in the Rainy River District, and connecting with the canoe and portage route from Lac des Mille Lacs in the Thunder Bay District. The portages opened were as follows:—

1, Baril Bay to Baril Lake; 2, Baril Lake to Burnt Lake; 3, Windigostigwan Lake to Elbow Lake; 4, Intervening Lake, involving two portages; 5, Elbow Lake to Crooked Pine Lake, with intervening lake where, 6, two portages are made; 7, portage across headland in Elbow Lake.

On the Atik-okan are, 8, portage from foot of Magnetic lake; 9, portage at foot of Sapawe lake; 10, portage 100 yards; 11, portage at first falls on river; 12, portage at rapids of 100 yards and choice of route to Steep Rock lake north through Mercury and Transit lakes; 13, easy portage of 50 yards; 14, portage at second falls; 15, portage from Steep Rock lake to Seine river.

On the Seine river are the following:—No. 16, at the first falls; 17, portage to Calm lake, about half a mile; 18 and 19, two short portages below Calm lake; 20, half mile portage; 21, short passage over naked rock; 22, 23, 24, three portages of about 300 yards each; 25, 26, two 100-yard portages; 27, 28 and 29, three of about 200 yards each at Sturgeon Falls.



### ATWOOD ROAD.

One mile of road opened and generally ditched between sections 35 and 36 of the township of Atwood in Rainy River District, beginning at lot number 8 of River Range and working north.

Four bridges were built in connection with the work, aggregating a length of 109 feet.

### BAR RIVER BRIDGE.

A bridge 70 feet long constructed over Bar river on section line between 7 and 8 Laird, and is comprised of four pile bents and two abutments upon which the superstructure rests.

About half a mile of road leading to the bridge was also opened in addition to the bridge work.

### BALFOUR ROAD.

Repairs were made over 6 miles, from the centre of lot number 2, between concessions 2 and 3 west to Larchwood station.

Half a mile of road was opened on lot number 7 in the 4th concession of Balfour and an equal length in the 1st concession opposite lot number 3 to the boundary of Creighton; with another portion opposite lot 1 concession 1 Balfour. Good work is reported throughout.

### BLAIR ATHOL ROAD AND LANDING.

A wharf having a frontage of 60 feet and length of 90 feet has been constructed at Emo in the township of Lash on Rainy River.

It is a strong pile structure and arranged to accommodate steamboats at high and low water.

The grant was insufficient to complete a road from the wharf to the main road, but it has been partially opened by voluntary labor.

Considerable improvements are being made at this point, and a flouring mill, public, and private houses are being erected. Many settlers from the eastern portion of the Province are expected to locate in the district during the coming season.

### BRUCE MINES AND DESERT LAKE ROAD.

A continuation of work from that of 1892, namely, from a point about three miles north of Bruce Mines northward a mile and a half.

### COYNE ROAD.

About ten miles of repairs were made from the north boundary of Lefroy through the township of Rose and into Galbraith as far as lot number four between the second and third concessions.

### COFFIN AND COFFIN ADDITIONAL ROADS.

This was the improvement of a very stony hill and other portions of a road on lot 12, concession 2, of the township of Coffin, and excellent work reported for the small expenditure, \$105.40.



## CROZIER AND LASH ROAD.

From Lavelle river between sections 4 and 9 of Devlin, where work was ended last year, three and a half miles were chopped and grubbed to unite with that portion before opened from the east end, and completing a connection from Emo to the Rainy River road in the township of Crozier, but still requiring further grading before it is available for summer traffic at all seasons. Further ditching and draining is also required in the vicinity of this road.

## DESBARATS AND PORT LOCK ROAD.

Four miles of a new road opened from Desbarats station on the Sault branch of the Canadian Pacific Railway in a southwesterly direction, into the township of Tarbutt Additional, for the chief purpose of permitting settlers of St. Joseph Island to reach the railway.

## GOULAIS BAY ROAD.

Some two hundred and sixty rods of ditching and gravelling through a wet clay flat which could not otherwise be permanently repaired. Gravel had to be hauled a long distance which made the work somewhat expensive.

## GRASSY RIVER ROAD.

A bridge was constructed over Pine river on the town line between Patullo and Morley, having spans of each 35, 30, 25, and 25 feet. It is a pile structure with 3 inch pine plank covering and is 115 feet long.

A ditch a mile and a half long was also opened from Rainy River, between lots 20 and 21 River Range to connect with the ditch opened last year upon the south side of the bridge.

## GREAT NORTHERN ROAD.

Half a mile of work upon a low flat involving the hauling of about 230 cubic yards of gravel. The municipality spent \$200 in making further repairs upon the same road.

## HAUGHTON ROAD.

This road was continued from last year's operations a mile and a half southward towards Wells road.

## HONORA BAY ROAD.

The work in this case was between concessions 9 and 10 and opposite lots 28 and 29 of Bidwell township on Manitoulin Island.

The work was expensive, being through an exceedingly bad swamp. There remains a short length to be crosswayed before the road, which is a rather important one, can be used at all seasons for heavy traffic.

## JACKFISH BAY ROAD.

A road opened from the shore of a small lake at the head of Jackfish Bay of Lake Superior northward to Mocon mining location, passing on its way Enpress mine.

The length is  $4\frac{3}{4}$  miles, of which nearly  $2\frac{1}{2}$  are chopped and grubbed 20 feet wide, with a considerable amount of levelling. The balance of the length is chopped and grubbed 15 feet wide.

### KAKABEKA FALLS ROAD.

Repairs upon portions opened last year between Stanley and the Falls, but chiefly upon half a mile between Oliver road and the terminus of this road.

### KEEWATIN BRIDGE.

A contract was made with the Central Bridge and Engineering Company of Peterborough for the construction, erection, and completion of a steel truss one span bridge, having a length of 222 feet from centre to centre of pins and clear roadway of 18 feet.

The superstructure is intended to rest upon cylindrical piers of steel and concrete in accordance with specifications furnished and which the above company has also contracted to erect at a rate per foot.

In consequence, however, of the unusually high state of the water during the past season it was found impracticable to determine a satisfactory foundation for one of the piers and the erection of the bridge has in consequence been held over for the present. It is intended to proceed at an early date and to have the work completed before the spring freshets.

All material for the superstructure has been delivered, and the piers are ready for shipment so far as the particular lengths could be specified.

In connection with this bridge are approaches at each end of considerable length and height which, with roads leading to and from the structure, the municipalities interested are to complete.

### LAVELLE BRIDGE.

The repair of a bridge in Rainy River district on the main road, injured by spring freshets. A new pier was built and new stringers and covering through the entire length of 180 feet.

### LARCHWOOD ROAD.

Three miles of winter road opened, two being from the west boundary of the township of Balfour, westward into the township of Dowling, on the north side of the Canadian Pacific Railway boundary, the other mile being from the former, north on the boundary between Balfour and Dowling. It is opened 12 feet wide.

### MANITOWANING AND MICHAEL'S BAY ROAD.

In the township of Tehkummah on Manitoulin Island, a mile and a half of substantial repairs were made upon seven different portions of this and other pieces of roads which in connection with voluntary work done by the settlers, is reported by the inspector as very satisfactory.

### McIRVINE ROAD.

Commencing at the Crozier and Lash road between sections 9 and 10 Crozier, this road was extended north two miles to the southwest angle of section 22, and thence east one mile to the southwest angle of section 23. The entire length was chopped and grubbed, and in addition, a ten feet trail was opened between sections 21 and 22 to allow some settlers to reach the main road.

### MAY AND HALLAM ROAD.

Grading was done on the town line between May and Hallam, through concessions 1 and 2, two miles, with another half mile in the third concession. A good deal of gratuitous labor was contributed.

### MINNEHAHA AND MANITOU LAKE PORTAGE.

Six miles of portages have been opened between Manitou lake and Minnehaha lake, with others of a shorter character, into Wabigoon lake. The work was done under direction of the Rat Portage Lumber Company, who show by statement and expenditure of \$1,182.45, and of which amount the Government has contributed \$350, with a balance of \$50 yet to be paid.

### OLIVER TOWNSHIP ROADS.

Two miles on the town line between Oliver and McIntyre, through the second and third concessions, were gravelled and otherwise improved.

Further work was contemplated, but delayed owing to unfavorable weather. The municipality granted and paid \$100 on account of the entire work as projected, and as only \$332.36 have been spent the balance due should be re-voted.

### PARKE TOWNSHIP ROAD.

From the second line of the township of Prince 2 $\frac{3}{4}$  miles were opened south from between lots 2 and 3, to connect with a road already in existence, and thus giving a line for through traffic.

### PINE RIVER BRIDGE.

Built over Pine river on Rainy River road, the location of which was, however, changed somewhat in order to secure a better and cheaper crossing. The structure is 303 feet long, comprised of 11 bents of tamarac piles, forming two 40 feet spans, the balance being 25 feet openings. Clusters of piles were driven above the bridge for protection. Sixty chains of ditching was also done along the road, half a mile of the same having been also brushed and grubbed.

### RAINY RIVER ROAD.

Between lot number 44 river range, Rodlick, and lot number 12 river range, Wood-yatt, 2 miles of a wet portion of this road were properly graded.

### RAT PORTAGE AND WHITEFISH TRAIL.

A trail of about 6 miles of portages from what is known as Yellow Girl point to Turtle lake, together with the brushing of the lake, which is about 10 miles long.

### RAYSIDE ROADS.

Repairs were made from about centre of concession 1 to concession 4, about 2 $\frac{1}{2}$  miles, and from the fourth concession, 2 miles were chopped out and a bridge built. Between concessions 3 and 4 from lot number 4 a new road was made to the boundary of Balfour, and a substantial bridge built over Chelmsford Creek, thus representing at least 3 miles of new work and more than 5 miles of repairs.

### RED PAINT AND SAW BILL LAKE PORTAGE.

A portage from the south end of Red Paint Lake in a southeasterly course for about a mile and a half, where the direction changes to southwestward, passing through a chain of small lakes until Saw Bill Lake is reached at a distance of about six miles, and making, the inspector states, an excellent winter road.



### ROBINSON, DAWSON AND BURPEE ROADS.

On the side road allowance between lots 20 and 21 of Robinson repairs were made through concessions 9 to 11 inclusive, nearly two miles of substantial work.

In the township of Dawson between concessions 9 and 10, and across lots 24, 25 and one-half of 26, a very bad swamp was ditched and gravelled, the length being five-eighths of a mile.

Again, in the township of Robinson, between concessions 9 and 10, a mile and a quarter was repaired across lots 21 to 25, both inclusive.

### ROSE ROAD.

A new road opened through the centre of sections 29 and 30 from the Government road on section 32 to connect with another road leading to Coffin road in the township of Plummer. The length is nearly three miles, of which two were grubbed and levelled.

### ST. JOSEPH ISLAND ROADS.

The work this season represents about three miles of road opened and nearly four repaired, distributed as follows:—The opening of nearly three-quarters of a mile between O and P concessions across lots 18 to 20; half a mile on the W and 14 concession road opposite lots 7 and 8, and a mile and a quarter chopped out and grubbed from D line south to connect with work done by the municipality.

Of repairs, two miles and a half were between lots 5 and 6, through concessions M to P; more than one mile improved by gravelling on the Milford Haven road between concessions U and R, and five-eighths of a mile on A line. A bridge was also built over a deep ravine on the F and G line opposite lot number 22; it is ninety-six feet long, having three main bents twenty-two feet in height.

### SAVANNE ROAD.

A road on the west side of Savanne river between the Canadian Pacific Railway station and Savanne village, and the distance two miles.

The sum appropriated was only sufficient to open a little less than a mile and a half as the line is through an unavoidable and very wet swamp, involving heavy ditching throughout.

A bridge across the river is also a necessity before through communication between village and station can be established.

### SOUTH BAY AND MICHAEL'S BAY ROAD.

About two miles of improvements upon various portions of roads in the township of Tehkummah on Manitoulin Island, between the points indicated by the above name.

### SPANISH RIVER AND KENABUTCH ROAD.

The grading of two and three-quarter miles which were opened last year at a cost of \$117 per mile for winter purposes, and designated Spanish River Road.

### SPANISH RIVER CABLE FERRY SCOW.

At Massey station on the O. P. Railway a cable ferry scow has been constructed for the convenience of settlers and the public.

The scow is 36 feet by 16 feet and held and controlled by a one inch iron cable 700 feet long firmly anchored and suspended over strong wooden bents or piers. The river at this point is about 500 feet across and expensive to bridge, but the present arrangement will, to a considerable extent, meet the requirements at that point or until a bridge is built.



### SUDBURY AND WHITEFISH ROAD.

A bridge one hundred and five feet long was built over a creek on this road, and a mile and three-quarters of grading and double ditching up to Vermillion river. Half a mile was also opened west of the river.

### THESSALON RIVER BRIDGE.

A contribution of \$100 was made towards the construction of a bridge over the river near Thessalon C. P. R. station, the estimated cost being \$400.

### THOMPSON AND BRIGHT ROAD.

Excellent repairs, extending over two and a half miles in the township of Bright.

### THOMPSON AND PATTON ROAD.

About four miles of this road were roughly opened between lots 10 and 11, from the fourth concession of Patton south to Mississauga river; and in the township of Thompson a mile and a half was very fairly graded from the railway north between sections 20 and 21. The road is almost a direct one to Dean Lake station and therefore important.

### VICTORIA AND SALTER TOWN LINE ROAD.

Half a mile opened on the town line named from the railway to the centre of section 31 Salter, and thence east on centre line of said section another half mile, all being new work. The intention is to continue the road south to Spanish river for more general service.

### WABIGOON BRIDGE.

Owing to difficulties in getting necessary material across the lake the completion of this structure is delayed, but iron, and timber to the extent of 16,000 feet B. M. has been procured. The site of the bridge is over Wabigoon river on lot number 4, concession 5, township of Van Horne.

### WAINWRIGHT AND VAN HORNE ROAD.

Eight and a quarter miles have been opened as follows:—From the line between concessions 5 and 6 Van Horne, and about that between lots 4 and 5 east between the concessions named a mile and a quarter to the centre of lot number 2, and again between lots 4 and 5 one mile was opened north to the boundary of Wainwright and continued another mile north to the line between concessions 1 and 2; thence west one mile, and thence north between lots 6 and 7 three miles to the line between concessions 4 and 5. A mile was also opened in the latter township between concessions 1 and 2 across lots 3 and 4. The whole length was brushed and grubbed with over three miles of grading. Seven bridges, aggregating a length of three hundred and seven feet, were also built.

### WEBBWOOD AND BIRCH LAKE ROAD.

The portion opened last season, namely, from lot 8 to lot 12 in the 6th concession of Hallam has this year been properly graded, the length being two miles.

### WHITEFISH VALLEY ROAD.

Something more than a mile and a half made from Whitefish Valley bridge built last year on lot 7, concession 4 of Gillies, and connects with Rabbit Mountain and Whitefish Lake road. The object of this road is to open into the township of O'Connor and adjacent townships.

### WOODYATT ROAD.

From its intersection with Crozier and Lash road, between sections 8 and 9 Devlin, this road was opened north two miles to the corners of sections 20 and 21 of the same township. It was chopped and grubbed throughout.

The opening of a ditch is recommended from a lake at the north end of lot 33 river range in Woodyatt to run east 2,950 feet to a creek for the protection of the roads against washing and flooding.

### WORTHINGTON AND WHITEFISH ROAD.

Two miles of winter road opened on the town line between Denison and Louise from last year's work, lot 9 (wrongly given in previous report as lot 3) east.

### WEST DIVISION.

#### ARMOUR AND STRONG ROAD.

Between lots 4 and 5 through the second and third concessions of Strong, a good road has been opened and a bridge erected over the outlet of Horn lake. The work was unusually heavy and the grant was only sufficient to open a mile and quarter.

Settlers have opened it some distance southward, leaving yet, however, a mile to construct before full connection is made with a good highway to Burk's Falls, the market town of that district.

#### ARMOUR, 25 AND 26 SIDE LINE ROAD.

Commencing at the third concession on the side road indicated the road was opened through lot 26 in the second concession and lot 27 in the first concession to the town line between Armour and Perry, from whence the work was continued east on the said town line some 40 rods, and length altogether of  $1\frac{3}{4}$  miles. It is entirely new work and well grubbed and graded throughout.

#### BEAVER CREEK BRIDGE.

A bridge built over Beaver Creek in the township of Monck, on the main road near the outlet of the creek. It is 64 feet long, of piles well driven, covered with 3 inch planking. One-third of its cost is to be borne by the municipality.

#### BEGGSBORO' ROAD.

The repair of this road through concessions 13 and 14 of McMurrich to Beggsboro' Mill, and was formerly known as Doe Lake road. A fair road is now made from Ryerson township to the railway at Sprucedale, and it is the mail route also.

#### BETHUNE, 12 AND 13 CON. ROAD.

Half a mile opened across lots 15 and 16 to enable certain inhabitants to reach Kearney railway station. The immediate district is somewhat rough and hilly, but better lands are said to be a "little further ahead," and more suitable for agricultural purposes.

#### BLACKSTONE ROAD.

Three miles of repairs from Parry Sound road to Blackstone lake, the road being in the townships of Foley and Conger.

There are many settlers in the vicinity of this lake notwithstanding the somewhat rough and broken character of the section.

### BROAD RIVER BRIDGE.

A bridge on the Parry Sound road over Broad river, and now in course of construction. Work was held for sleighing as it was apparent that it could be built at less cost in this way. It will be 170 feet long and of a very permanent character. \$400 have been paid on account.

### BURPEE ROAD.

The opening of 3 miles, beginning at lot 10, concession 1, Burpee, thence through lots 10 and 9, concession 2; lot 8, concession 3, and lots 9 and 10, concession 4. A rough but strong bridge was built over Shawanaga river having one 32 feet span, and two shorter ones. About half a mile of repairs were made beside in the township of Ferguson.

### CARDWELL, No. 3 ROAD.

Nearly a mile and a quarter opened from Cardwell road to concession 12, between lots 25 and 26. It is an important connection and is also through good agricultural land, which is being rapidly occupied by settlers.

Five-eighths of a mile of repairs were made over the portion previously opened.

### CE-CEBE LAKE ROAD.

One mile and five-eighths of a mile opened through heavily timbered land commencing at the 11th concession, between lots 25 and 26 of Ryerson, thence northward to the road allowance between concessions 12 and 13, thence east to lot number 21. The object is the opening of a way to Ce-cebe lake and steamboat landing on lot 21, concession 13.

### CHISHOLM, 8 and 9 CON. ROAD.

The ditching and grading of two and three-quarter miles which had been roughly opened by settlers. The work was from Himsworth town line eastward to lot 12, connecting with Himsworth and Chisholm road which leads to the railway at Powassan.

### CHISHOLM, 18 CON. ROAD.

A bridge 86 feet long and 13 feet high with a main opening of 30 feet was built over Wisawasa creek, and half a mile of new road opened and well grubbed and graded. The road ends at lot 18, making now 2 miles opened from Wisawasa road, which is between lots 10 and 11, and the settlers in the vicinity of the new road can now reach the railway.

### CHRISTIE, No. 2 ROAD.

From the town line between Christie and Humphrey northward a little more than three and a half miles were thoroughly repaired and graded, the work extending to Maple Lake station on the Parry Sound railway.

### CHRISTIE ROAD.

This was the repairing in a very permanent manner of two and a half miles from about a mile and a quarter east of Parry Sound eastward. Another two miles were less permanently improved but still made very passable.



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### COMMANDA BRIDGE.

The renewal of a bridge on Commanda Lake road across the narrows between Restoul and Commanda lakes.

It is 90 feet long with a main opening of 33 feet, and having the main piers 10 feet high built upon rock foundation. Another bridge was built over Barton creek on the same road of a somewhat rough character but strong, and a smaller one with a 20 feet opening was also built over a branch of the latter creek.

### CROFT, 30 AND 31 SIDE LINE ROAD.

A bridge 150 feet long was built over a deep ravine and creek as an urgent necessity in opening a way for settlers to a road leading to Dunchurch and Ah-mic Harbor. The bridge is 12 feet high and resting upon 7 bents.

### DOUDLE AND BARTON ROAD.

An extension from the Rosseau and Nipissing road between concessions 14 and 15, Gurd to unite with Commanda Lake road in the township of Pringle. One mile was chopped out, and two and a half miles of road previously opened were graded.

It is a most useful road and through a good district already largely occupied.

### DORSET BRIDGE.

A bridge 223 feet long, built at Dorset to replace a structure which, through age, had become dangerous. It has one 51 feet clear span, two 25 feet spans and two 20 feet spans. The construction of the bridge maintains connection with settlements north and south on the Bobcaygeon road. Its comparatively low cost is due to the fact that much of the principal material was procured at the cost of haulage only.

### DRAPER, 7TH CON. ROAD.

This work was the opening of two and a half miles in the 7th concession of Draper on the north side of Muskoka river, between lots 8 and 18. It is opened about 30 feet wide and is of easy grade throughout. A considerable quantity of timber (15,000 ft. B.M.) was used for bridges over creeks and ravines.

The municipal council contributed \$50.

### DUNCHURCH BRIDGE.

A structure 90 feet long built across the narrows of Whitestone lake. Its main opening is 28 feet, with two others of 16 feet each, the centre pier being 9 feet high. The whole structure is of sawn timber with 3 inch covering.

### EAST RIVER BRIDGE.

A bridge built over East river in the 8th concession of Chaffey. It has one main opening of 60 feet and two of 16 feet each. The piers are 10 feet high and the total length of structure 115 feet. About 1,100 cubic yards of material were moved by scraping in order to make proper approaches.



### GOLDEN VALLEY ROAD.

Nearly two miles of repairs from lot number 7, between concessions 9 and 10, westward.

### HIMSWORTH AND LAURIER T. L. ROAD.

This was the opening of a little less than a mile on the town line named to meet a road to the railway at Trout Creek. It serves settlers to the west and south and is of general advantage to that district.

### HIMSWORTH AND CHISHOLM ROAD.

The grading of half a mile of the Black Creek flats between concessions 10 and 11 and opposite lots 9 and 10 of Chisholm. Earth to the amount of 2,000 cubic yards was moved in raising the road above high water mark.

### INDIAN PENINSULA ROADS.

Upon the east side of the Peninsula (county of Bruce) on Peninsula road proper, nine miles were repaired from the limit between Eastnor and Lindsay north to lot number 35 of the latter township. Five miles were also improved from lot 25, concession 8, E.B.R., northward; and again, through almost the entire township of Eastnor upon the same road repairs and improvements were made.

Upon the west side of the Peninsula, in the township of Albemarle, 5 miles; in the township of Eastnor, 4 miles; and in the township of Lindsay, 9 miles were repaired, giving a total of 43 miles of improvements upon the two main roads.

### KELLY'S SWAMP ROAD.

A bridge built on the side road between lots 30 and 31, of Gurd, over Black creek, having a main opening of 30 feet and 225 feet of earth approaches.

Half a mile of road was also repaired from Westphalia road northward.

### MCDUGALL ROAD.

Repairs from lot 27, concession 2 of McDougall eastward two and three-quarter miles to Mill lake. This is a portion upon which there are very few settlers, while east and north there are many who use and require it going to and from their chief market town, Parry Sound.

### McMURRICH 30 SIDE LINE ROAD.

A mile and a quarter of work, half a mile being the repair of a piece previously opened; the balance being new and of a heavy character. The grant was insufficient to complete the opening to the railway as was contemplated.

### McKELLAR CENTRE BRIDGE.

A bridge one hundred and sixty-four feet long, including approaches erected over Seguin river on McKellar Centre road, lot 22, between concessions 3 and 4 McKellar.

Its height is fourteen feet and main opening thirty-two feet.

### MAPLE ISLAND BRIDGE.

Necessary repairs and covering anew with three-inch plank of this structure, which is on the Northern road near the town line of Ferris and McKenzie. The bridge is one hundred and four feet long.

### MAGANETAWAN ROAD.

The repair of a very rough and broken section from the outlet of Ah-mic lake westward towards Ah-mic harbour.

Twenty-five stone culverts were constructed and a considerable quantity of cross-ways was also laid, accounting largely for the short length of a mile and a quarter which was improved.

### MAGANETAWAN RIVER BRIDGE.

A structure erected over Maganetawan river on the town line between Bethune and Proudfoot. It has a main span of fifty-five feet and total length of one hundred and one feet.

The bridge is on a main road leading to Kearney station on the Parry Sound railway, and therefore of great value to the community.

### MARKSTAY AND KOO-KA-GAMING ROAD.

This work was the location only of a road from Markstay station of the C. P. Railway northward through the townships of Hagar, Loughrin and Davis to Koo-ka-gaming lake, about and near which are a number of mining locations. Some fair land is reported on the line of the road.

### MUSKOKA ROAD.

A continuation northward between lots 15 and 16 of Gurd, through concessions 7 and 8 and into the first concession of Nipissing.

The length opened was a mile and a half; and another mile would complete it to Alsace road between concessions 1 and 2 Nipissing. Upon a southerly portion of this same road two and a half miles were repaired in the township of Armour between concessions 3 to 8.

### MUSQUOSH ROAD.

Two and a half miles of substantial repairs from lot 28, concession 7 Muskoka township to the east town line of the township of Wood. This is the only present highway between Gravenhurst, Bala and Georgian Bay.

### NORTHERN ROAD.

From lot 10, concession 14, Ferris, five miles of partial repairs were made towards Golden Valley road in the township of Pringle.

### NORTH-WEST ROAD.

Repairs were made over about two and a half miles, beginning between lots 9 and 10 concession 2 Carling, thence south to the township of McDougall, thence about a lake shore on lot 5, concession 12 to the road allowance between lots 5 and 6 through the 11th concession where it joins the Carling road.

### PERRY 5 AND 6 SIDE LINE ROAD.

Two miles and a half opened on this side line through concessions 3 to 6, inclusive, and reaching the Parry Sound railway. It is a most useful work, and although somewhat rough as a road, is already in use by settlers hauling wood and tanbark to the railway.

### PORT COCKBURN AND CHRISTIE ROAD.

The substantial repairing of four and a half miles between the south boundary of Christie and Port Cockburn. This work connects with Christie No. 2 road, which was also thoroughly repaired, making an excellent highway between the Parry Sound railway at Maple Lake station and Lake Joseph. The municipality of Humphrey is to give a contribution on account of the above.

### ROSSEAU RIVER BRIDGE.

For this expenditure, \$116.89, a bridge seventy feet long was built over Rosseau river on the Cardwell road, the municipality providing all material. It has one span of 35 feet and one of 20 feet.

### RYERSON JUNCTION ROAD.

Repairs were made over portions of five miles, but the chief work was upon three bad hills, which have been materially reduced and improved. It is the main road from Burk's Falls westward.

### SEVERN RIVER BRIDGE.

A contribution of \$1,500, equal to about one-third the cost of a steel bridge constructed across the Severn river between the townships of Morrison and North Orillia. The length of the steel portion is 215 feet 6 inches, divided into three spans, which rest upon stone piers and abutments. Solid earth approaches at each end, 381 feet long together, complete the work in a very substantial manner at a total cost, as reported by the bridge commissioner of the county of Simcoe, of about \$4,500.

### SHORTS' MILL ROAD.

The repair of a mile and a half of this short road, which is from the Northern road westward through the 4th concession of the township of McKenzie and through lots 1 to 8 or 9.

### SINCLAIR, 9 AND 10 CON. ROAD.

Two and a half miles opened on the concession line mentioned between lots 20 and 30. The district is somewhat hilly, but nearly all the land on this new line is located, and many are now resident there.

### SOUTH RIVER BRIDGE.

The renewal of a bridge built in 1879 at Nipissing village at the end of the Rosseau and Nipissing road. It was built at that time by contract and cost \$1,145.

The new structure is reported as an excellent one and the cost, \$762.28, very reasonable.

The structure is 182 feet long, having two 40-foot spans. One pier, which is 26 feet high, is, with another 16 feet high, filled with stone.

## SURPRISE LAKE ROAD.

From the railway crossing, lot 2, concession 5, Laurier, repairs were extended a mile and a quarter to lot 7 through a very broken country, but the only outlet for settlers in the northern portion of the township to their market at South River.

## TASSO LAKE BRIDGE.

Repairs to this structure, which is on the highway to Algonquin Park. Lumbering operations and floods made it necessary to raise a portion of the bridge, which, with other work, cost \$219.18.

## WESTPHALIA ROAD AND BRIDGE.

Work, as to the road, was the substantial improvement of three seriously bad hills east of Trout creek and approximately between concessions 2 and 3 of Himsworth.

The bridge work was the driving of four pile bents under an 80 feet span, thus reducing the openings and making the structure firm and safe.

## WILLETT ROAD.

One mile and a quarter of repairs upon this road, which was opened last year and upon which there is a large traffic.

## WILSON LAKE ROAD.

This road passes through lots 32 and 33, concession 12, and lots 33, 34 and 35, concession 11, of the township of Mills, and was partially opened last year. This season one mile was chopped out, making the whole length passable in a somewhat rough district.

## WOLF RIVER BRIDGES.

A bridge 250 feet long was built over Wolf river on Mills road, having two abutments and five piers, with average height of twelve feet. Cost, \$485.09.

Another bridge on Upper Wolf river, on the Northern road, was repaired, with four bad hills between Commanda and Golden Valley roads, the latter repairs costing \$105.09.

## EAST DIVISION.

## ADDINGTON ROAD.

Three sections of this road were repaired, namely:—eleven miles from the south boundary of Abinger northward; nine miles from Kaladar station of the Canadian Pacific Railway southward to lot 23, concession 4, Sheffield; and thirdly, four miles of repairs from a point about five and half miles south of Peterson road southward.

## ALICE, 10 AND 11 SIDE LINE ROAD.

This is one mile of new work through concessions 9 and 10, and of great advantage to settlers living in the southern part of Alice.

## ALICE, 20 AND 21 SIDE LINE ROAD.

This also is the opening of one mile through concessions 9 and 10 on the side line named. A quarter of a mile remains unopened for want of funds.



### BARRY BAY AND BELLS RAPIDS ROAD.

Commencing about four miles west of Barry Bay where work ended last year, two and a half miles were well repaired.

This road is the chief highway from the north portion of Bangor to the Ottawa, Arnprior and Parry Sound Railway at Barry station.

### BARRY BAY AND COMBERMERE ROAD.

An old settlers' road and lumber trail about thirteen miles long between Combermere and Barry Bay station and the O. A. and P. S. railway, which was repaired in some degree throughout the entire length. Further work is however necessary before it can be said to be in good or even in fair condition for general traffic.

### BATTERSEA ROAD.

Three miles of excellent work in grading and general repairs beginning at lot 16, concession 4, Storrington, and extending eastward towards the Rideau canal in the eastern part of the township.

### BEXLEY ROAD.

Between Victoria road and Oboconk, (about nine miles), there is much travel, but a considerable portion of the length is through a somewhat barren district, making it difficult to maintain by local labour. For the grant this year \$300, and a further contribution of \$100 by the municipality, eight miles of the distance were very substantially improved.

### BLEZARD ROAD.

Three and three quarter miles of new work from Blezard mine northerly, the object being to serve and further encourage a settlement about Whitney lake where there is a considerable quantity of agricultural lands and some thirty persons already in occupation.

### BOBCAYGEON AND NORTH-WEST ROADS.

From a point three quarters of a mile north of Black river four and a half miles were opened northward, and from the same point of beginning repairs were made southwards nine and a half miles, all upon the Bobcaygeon road.

On North-West road four and a half miles of general repairs were made from lot 6, concession 13, to lot 17, concession 10, Dysart.

### BONFIELD, 3 AND 4 CON. ROAD.

This is really the opening of the road allowance between lots 30 and 31 through concessions 3 and 4, a length of a mile and quarter. Work was also done on the 4th concession line in repairing some very bad hills opposite lots 29 and 30.

### BONNECHERE BRIDGE.

This is an uncompleted work, it being determined that its erection could be done with more economy after the formation of ice. It will be a bridge of cedar 150 feet long with main opening of 25 feet, and main piers 20 feet high. The material is furnished by the municipality.

### BROMLEY, 12 AND 13 PROOF LINE ROAD.

One mile of repairs on this line in the 7th and 8th concessions of Bromley. It was a low wet portion requiring grading and gravelling. This road is the most direct route between Douglas and Cobden station on the Canadian Pacific railway.

### BROMLEY, 27 AND 28 SIDE LINE ROAD

This work was from concession 5 to the west boundary of the township of Bromley, on or near the line between lots 27 and 28. It had been roughly opened by the settlers through the two miles which were improved.

### BRUDENELL AND KILLALOE ROAD.

A new portion opened from the 16th concession of Brudenell northward between lots 9 and 10, two and a half miles, which were very well prepared for winter use at any rate, to enable settlers to reach Killaloe station on the Ottawa, Arnprior and Parry Sound railway.

### BUCKHORN ROAD.

From Hall's Bridge about lot number 12, concession 8, Harvey, repairs were made northward to Gcoderham station, on the Bancroft, Irondale and Ottawa railway, in Cavendish, the distance being twenty-three miles, and the improvements extending over the whole length.

Two miles of work was also done in the township of Smith upon some hills which, owing to their bad condition had practically been abandoned by the public. The Government grant of \$500, supplemented by a grant of \$300 from the township of Smith, was spent upon the two miles referred to, and the expenditure is said to have given universal satisfaction.

### BUCHANAN ROAD.

A road from Chalk River station on the Canadian Pacific railway to the Ottawa river, which have been chopped out by the settlers. Two miles were improved this season, and with last year's work, opens the entire length.

### BURLEIGH ROAD.

Fifteen miles repaired from Burleigh Falls northward. A considerable portion of this road, which is the main one in the county, passes over a somewhat barren range which the inhabitants do not appear able to properly maintain without occasional assistance.

### BURNT RIVER BRIDGE.

This bridge which is on the Bobcaygeon road near Kinmount, is one of considerable size having two 60 feet clear spans. It was built about 18 years ago and therefore naturally in need of renewal. The structure was thoroughly overhauled and repaired, and made safe for perhaps eight or ten years.

The township of Somerville contributed \$150 of the expenditure, the balance, \$249.90, being contributed by the Government.

### CALDWELL ROAD.

This work is from the town line between Dunnet and Kirkpatrick west between concessions 5 and 6 to lot number 9, a length of four and a half miles, 3 of which was construction, and the balance improvements of portions previously opened.

A portion of the new road was through cleared land, easy to make and accounting for the unusual length built for the appropriation.

### CALDWELL, No. 3 ROAD.

Three and a half miles opened across lots 9 to 12, inclusive of Caldwell, and lots 1 and 2 of Kirkpatrick, all being along the line between the 2nd and 3rd concessions.

Two miles were partially graded, the balance being but roughly opened in order to accommodate some fifteen or more settlers of Kirkpatrick, shut in for lack of a road.

### CALDWELL AND WARREN ROADS.

A contribution made on account of some four miles of colonization roads and a bridge built by the Imperial Lumber Company, and representing a cash outlay of \$2,000 or over.

### CARDEN AND DALTON T. L. ROAD.

This was the opening of a mile and a quarter of new and heavy road on the town line between Carden and Dalton, from concession 5 Carden westward. A bridge of considerable dimensions was also built over Swamp creek. A short length remains unfinished for want of funds, but when completed it will give a highway to market for many settlers, several miles shorter than they have been obliged to travel.

### CARLOW ROAD.

Repairs from lot number 20, concession 9, to the same lot number in concession 7, of the township of Carlow, two and a half miles. It is a valuable road for settlers in the west and north portions of the township.

### CAVENDISH ROAD.

From lot number 23, concession 15, eastward, to the boundary line of Cavendish, seven miles were repaired, and again, over what is called Reid road, but in reality part of the first named, three and a half miles were repaired and much improved. One mile of new road was also made in the 15th concession to connect with Buckhorn road. A highway is thus opened between the last named road and Kinmount and also to Gooderham railway station. The township of Cavendish, the inspector states, is being rapidly settled.

### CHANDOS ROAD.

Several short roads have been repaired, amounting to three miles and a half; and one mile of new road was opened, all leading into a cheese factory recently established and to which there were no adequate roads. The work was all within the township of Chandos and as follows:—From lot 9, concession 2, to lot number 12; from lot 11, concession 7, to lot number 19; from lot 25, concession 14, to lot 25, concession 15, and from lot number 8, concession 10, to the same lot number in the 12th concession—a large amount of work for the expenditure.



## CHALK RIVER BRIDGE.

The repair of a bridge over Chalk river, between concessions 6 and 7, Buchanan. It is one hundred and thirty feet long and was recovered, new hand-railing and other necessary work.

## COCHRAN'S CREEK BRIDGE.

A bridge on lot number 12, concession 6, North Algona, which, having been very much injured by spring freshets, has been well repaired.

## COE HILL AND CHANDOS ROAD.

A bridge was built over Deer river on the line of this road at its southern end, but no other work was done upon the road this season.

## CONNELL'S ROAD.

A new road opened from lot number 7 of the 16th concession of Bedford northward a mile and a quarter, making a direct road from Opinicon to Bedford Mills.

## COUCH ROAD.

For this comparatively small outlay (\$200) three miles were repaired and one mile opened, the work being from lot number 2, concession 7, southward to lot number 12 in the 6th concession of Chandos.

## D'ACRE AND SCOTCH BUSH ROAD.

Repairs from D'Acre on the Opeongo road northward about two miles, and is for the accommodation of a large number of settlers in the south part of Grattan.

## D'ACRE AND OPEONGO ROAD.

Beginning at lot number 9 in the 8th concession of Admaston repairs were continued to lot number 19 in the 6th concession of the same township, making a very good waggon road to Renfrew; length repaired, two miles.

## DUMMER 9TH CONCESSION ROAD.

A course of general repairs extending from lot number 7, concession 9, to lot number 30 of Dummer. It is the main road to market for settlers in and about Stony lake, and the country through which the road passes is somewhat rough and broken. The county and the municipality of Dummer contributed each \$50 towards the work.

## DUNNET ROAD.

The object of this work is to open a road from Warren station on the C. P. Railway in a southwesterly direction about seven or eight miles to what is called St. Albert settlement, which is reported as good agricultural land, and where some seventy-five persons are already located. The work this season was the repairing of two miles from the line between concessions 5 and 6 and between lots 2 and 3 south to the line between concessions 4 and 5, and thence west one mile. A new portion was then opened from the point last reached west to the line between lots 6 and 7 and thence south to about the line between the 4th and 5th concessions, all in the township of Dunnet. The continuation of this road would appear to be desirable.

## EGANVILLE AND BRUDENEILL ROAD.

Repairs from the intersections of above-named road with Eganville and Foy road northward three miles. The road is used chiefly by South Algona settlers.



### ELGIN AND BEDFORD MILLS ROAD.

From lot No. 19 in the 6th concession of South Crosby, westward, about three miles to lot 22, in the 9th concession, what was but a rough trail has now been formed into a fair waggon road, and the only one which a number of settlers have to reach the Brockville and Westport railway.

### FERRIS, 10 CON. ROAD.

Commencing between lots 20 and 21, repairs were made over two miles of portions opened during the past two years; new work beginning at lot number 26, concession 10, and continuing southwesterly to South East Bay, a length of a mile and a half, which latter was graded and ditched.

### FRONTENAC AND CLARENDON STATION ROAD.

A road between Ardoch, on the Frontenac road, and Clarendon station, of the Kingston and Pembroke railway. Its length of ten miles, which is through a rough section, was more or less repaired throughout.

### GALWAY AND CAVENDISH ROADS.

Through the township of Galway about eighteen miles of repairs and improvements were made upon various roads, chief among which were those between concessions 10 and 11 and between concessions 12 and 13. The inspector reports having driven through almost the entire township, in order to determine and point out where work was most required. In Cavendish several leading roads were improved, the chief work being, however, upon that from lot number 1, concession 18, eastward to Buckhorn road, at lot number 17. Half a mile was opened of Beech road, which leads to the Buckhorn road, making altogether seven and a half miles of repairs and the half mile of new work.

### GALWAY, 4 AND 5 CON. ROAD.

One mile of road was opened on the south town line of Galway as part of the work contemplated, and which, while not on the line designated, is used as a continuation of it, as it reaches Nogie's Creek road and Bass Lake settlement. Upon the 4th and 5th concession line proper about two miles of very heavy repairs were made.

### GELERT ROAD.

This main highway, between Minden and Gelert stations on the railway, was repaired over six miles.

### GREEN BAY ROAD.

Commencing at lot number 26, concession 6, of Bedford, repairs were extended nine miles to Tichborn station, on the Kingston and Pembroke railway, the municipality contributing \$100 towards the work.

### GRAHAM'S CREEK ROAD.

Nearly a mile of heavy work on the 12th and 13th concession line of Chisholm, and which, with a bridge built by settlers over Graham's creek, now connects with Wisawasa road, leading to South East Bay on Lake Nipissing. Some gratis labor was given by the settlers in order to complete the connection.

### GRATTAN, 18 CON. ROAD.

A mile and a half of repairs on the concession line mentioned between lots 24 and 30.

### HAGARTY, 3RD CON. ROAD.

A rough and stony portion one mile in length, between lots 25 and 29, was much improved. The road leads to Wilno on the Ottawa, Arnprior and Parry Sound railway.

### HAGARTY, FIRST PROOF LINE ROAD.

Two miles opened between lots 5 and 6, from concession 12 southward. When completed this will be a direct road for settlers in the northwestern section of the township to Killaloe station on the railway.

### HARDWOOD SETTLEMENT ROAD.

From a point about three miles southwest from Mackey station on the C. P. railway, in the township of Head, four miles were improved southwesterly.

### HARVEY, 29 AND 30 ROAD.

Two miles opened from the 18th concession eastward, between lots 29 and 30, to Nogie's creek, thus giving communication between Bobcaygeon road, Nogie's creek, and Silver Lake settlement in Galway, and saving many miles in length of travel to settlers.

### HASTINGS ROAD.

Two portions were repaired—namely, from the south boundary of Nipissing district southward four miles, to meet the work of last year; and again between Umfraville and Ormsville north to L'Amable, eleven miles.

### HEAD, 8 CON. ROAD.

This road, which is really a portion of the Pembroke and Mattawa road, was repaired from the south boundary of Head, five miles, to Mackey station, on the Canadian Pacific railway.

### HINCHINBROOKE ROAD.

Repairs from lot number 5, concession 14, Portland, extending south to Conroy's creek, on lot 6, concession 11, about three miles.

### HUGEL AND BADGEROW ROAD.

One mile was opened on the limit between Hugel and Badgerow, through the first concession; and four miles through concessions 3 to 6, inclusive of Badgerow, on or about the line between lots 6 and 7. Two miles were repaired between Caldwell and Badgerow, from the west boundary of the latter township east. A bridge one hundred and fifty-five feet long was built over Gully creek, on lot 7, concession 6, Badgerow.

### JACKS LAKE ROAD.

Commencing between lots 22 and 23 of Burleigh, and on the town line between Chandos and Burleigh, the said town line was opened southward a mile and a quarter towards Jacks lake, where good land is understood to exist, and which this road will no doubt enhance in value.

### KILLALOE AND McLACHLIN'S ROAD.

A mile and a half opened on the 7th concession line of Hagarty, from its intersection with the road allowance between lots 5 and 6, and formed into a good waggon road leading to Killaloe station on the O. A. and P. S. railway.

### LOUGHBORO' ROAD.

This is the boundary between the townships of Portland and Loughborough. Substantial repairs and grading were done over a mile and a quarter, from the south end of the 2nd concession of Loughborough northward into a cheese factory.

### LYNDOCH AND FOYMONT ROAD.

A road opened by settlers from Foymont P. O., on the Opeongo road, southward through portions of Brudenell and Lyndoch. Its length is about nine miles, of which a mile and a half in Brudenell was repaired.

### MATTAWA AND TEMISCAMINGUE ROAD.

Two and a half miles of excellent repairs between Mattawa and Antoine creek, in the township of Mattawan.

### MCARTHUR'S MILL ROAD.

From lot number 20, concession 2, Carlow, repairs were made southward to the same numbered lot in the 14th concession.

### MISSISSIPPI ROAD.

Repairs from McLaren's depot westward to Ompah, eleven miles.

### MONCK ROAD.

From Rathburn west to the Rama road four miles were macadamized, using a stone crusher which was furnished by the municipality. A rough and rocky section of the township of Digby, two and a half miles in length, was also repaired. There is good land upon each side of this latter section and the entire traffic between Norland and Sebright is over the Monck road.

### MONTAGLE ROAD.

This was the opening of three and a quarter miles from lot number 25, concession 3, to lot number 21, concession 6, in the township of Montagle.

### MOUNT ST. PATRICK ROAD.

Repairs extending from lot number 4, concession 14, three and a half miles to lot number 11, concession 10, all in the township of Brougham. It is the only outlet which settlers have in the west part of the township.

### MUD CREEK BRIDGE.

The completion of a low bridge more than nine hundred feet long in the township of Herschell, the renewal of which was begun the previous year and referred to in my report upon *Hastings Roads* of 1895, nearly five hundred feet were added this season.

### NCGIE'S CREEK ROAD.

From lot number 22, concession 17 Harvey northwesterly to the boundary of Galway, five and a half miles were generally and carefully repaired, including the renewal of any crossways and bridge approaches which had been severely damaged by fire and flood. The road opens into the Bass Lake settlement and also into Swamp Lake settlement in Galway, where fairly good land exists.



### NORTH HARVEY ROAD.

This is a leading road from Bobcaygeon to Burleigh Falls, passing through Deer Lake settlement, and it has opened up some fine farming lands. It was repaired this season over twelve miles from between lots 20 and 21, concession 12 Harvey eastward to the township's eastern boundary; the township of Harvey contributing \$100 to aid the work.

### NORTH METHUEN ROAD.

Nineteen miles of repairs from Sandy lake in Methuen to the Wellington road in Chandos; the road being the main line from Havelock and Norwood to Apsley, Coe Hill and elsewhere.

### OPINICON ROAD.

General repairs from Perth road eastward about five and a half miles.

### OPINICON AND WESTPORT ROAD.

Three and a half miles of repairs from lot number 7, concession 16, to lot number 12, concession 14, of Bedford. Several diversions were necessary to accommodate the travel upon it, which is mostly into a cheese factory at Bedford Mills.

### OPEONGO ROAD.

Repairs from about one mile west of Barry's Bay westerly, four miles, and again from Shamrock westward, three miles.

### PAPINEAU 10 CON. ROAD.

A mile and a quarter ditched and graded from lot number 30 to the town line of Calvin. Repairs were also made from the latter point two miles eastward, opening thus a very fair road to Mattawa, the general market.

### PAPINEAU 10 AND 11 SIDE LINE ROAD.

This was the chopping out, grubbing and grading of three quarters of a mile through an exceedingly rough portion of the 11th and 12th concessions to join the south limit of Mattawa and afford an outlet for those resident in the 7th and 8th concessions, which is a good agricultural district.

### PEMBROKE AND BARRY'S BAY ROAD.

About five miles of repairs from a point three miles west of the eastern boundary of Fraser westward.

### PETEWAWA 4 AND 5 SIDE LINE ROAD.

The opening of three quarters of a mile on the side line mentioned from the south end of the 5th concession northward. A substantial cedar bridge was also built over a creek.

### PETEWAWA 15 AND 16 SIDE LINE ROAD.

A mile and a quarter completed through the first and second concessions, and which had been very partially and roughly opened by the settlers. It accommodates a number of people living in the south part of Petewawa township.



#### PETERSON ROAD.

Eleven miles of repairs from about five miles west of Combermere towards Maynooth.

#### PIGEON LAKE ROAD.

A course of general repairs from between lots 5 and 6, concession 18 Harvey, eastward to Hall's Bridge, eleven miles.

#### RAGLAN AND RADCLIFFE ROAD.

Three miles of repairs upon the town line between Raglan and Radcliffe from lot number 24, concession 1 westward.

#### ROLPH TOWNSHIP ROAD.

From the end of last year's work which is about three miles and a half west of the Pembroke and Mattawa road, two miles of repairs were made, extending the improvements to Moor lake on the Canadian Pacific railway.

#### RYAN ROAD.

This road, which is in the township of Sebastopol, was repaired from Eganville and Foy road southward, two and a half miles toward the Opeongo road.

#### ST. OLA ROAD.

About four and a half miles of repairs from lot number 21, concession 2 Limerick, westward about the north side of Bass lake to Murphy's corners.

#### SHERWOOD 4 AND 5 CON. ROAD.

On this concession line, from the boundary between Hagarty and Sherwood, two and a half miles were very much improved, and the road made passable for a certain Polish settlement who have no other means of reaching Wilno station on the railway.

#### SHEILDS PIT ROAD.

Work was commenced at lot number 27, concession 8 Calvin, and continued westerly to lot number 29, at which point the C. P. R. is crossed, and represents one mile of completed road through a heavily timbered country. The work was then continued to the boundary of Bonfield a mile and a half, which was opened twenty-six feet wide as a good winter and fair summer road.

#### SILVER LAKE CREEK BRIDGE.

Some four hundred feet of approach on the east side of this bridge, which was subject to annual submersion was raised well above high water line, making it passable at all seasons of the year. The bridge is in South Algona at Silver lake.

#### SNAKE CREEK ROAD.

A deviation one mile in length was made from the 9th concession of Raglan southward ; a necessity in order to make the road travelable. It connects two German settlements, one in Raglan and the other in Denbigh.

## SOMERVILLE ROADS.

The inspector reports in this instance thirty-four miles of repairs over existing roads in the township of Somerville, and one mile of new work, as follows: From lot 6, concession 11, to lot 16, concession 3, eight miles; on the Monck road from lot 7, concession 13, six miles; on "base line" from lot 60, front range, to lot 7, eight miles; from Monck road to Lutterworth boundary, half a mile; from Coboconk to lot 12, concession 4, five miles; on the third concession line from lot 8 to lot 21, five miles; between lot 6, concession 6 and concession 13, two miles, and half a mile on the ninth concession and lots 2 and 3; the municipality granting \$150 which was spent with the Government appropriation.

## SOUTH ALGONA 25 AND 26 SIDE LINE ROAD.

About a mile and a half of road repaired, including a deviation, the work being from Eganville and Killaloe road south on or near the side line indicated. It is required and used by settlers about Silver lake.

## SOUTH ALGONA ROAD.

A new road two miles in length graded throughout. It is from lot number 16, concession 10, South Algona, west on the concession line mentioned to the line and road allowance between lots 20 and 21, which latter is opened south to the Eganville road and Killaloe station.

## SOUTH MOUNTAIN ROAD.

The repair of one mile upon a portion which passes up the side of a steep mountain, and requiring work of a very permanent character, as the hill cannot be avoided.

## SPRINGTOWN AND MOUNT ST. PATRICK'S ROAD.

From lot number 5, concession 12, Admaston, to lot number 11, two miles and a half of repairs were made, accommodating settlers in Bagot and Admaston.

## SPRINGER TOWNSHIP ROAD.

The object in this instance is to reach Sturgeon river near the town line between Badgerow and Field, where a very considerable settlement exists who are yet without anything like a proper road.

Work this season was begun between lots 10 and 11, concession 2, of Springer, and continued in a northwesterly direction to the centre of concession 5, and lots 11 and 12, a distance of about three miles, of which two were new road opened and the balance heavy improvements.

## SQUAW RIVER ROAD.

The construction of two miles in the township of Harvey, from lot number 29, concession 12, northeasterly, to the south side of lot number 32, and centre of the 10th concession, the object being to serve a new settlement now forming in the southeastern part of Galway whose nearest market is Bobcaygeon.

### STURGEON RIVER ROAD.

On this road repairs were made from lot number 4, concession 5, to lot number 2, concession 6, Springer, a length of two miles. One mile was also opened between lots 5 and 6 to the boundary of the township of Field.

### SUDBURY AND WAHNAPIITAE ROAD.

Commencing three-quarters of a mile south of the four corners of Garson, McKim, Neelon and Blezard, the road was opened north to the said four corners, and thence east on the boundary between Garson and Neelon a mile and a quarter—new work entirely, and graded generally.

### TEMISCAMINGUE ROADS.

In the township of Dymond a road begun last year was continued north on the line between lots 8 and 9 through the township and half a mile into the adjoining township of Harley, two and a half miles, or altogether, six miles from Liskeard, and along which all the land is now taken up. The West Dymond and Kearns road has also been produced north between lots 4 and 5 of Dymond as far as the 6th concession, and a bridge built over the west branch of Wabis creek. There are settlers both north and west of this latter road and its continuation would therefore appear desirable. Four miles were also opened from Liskeard towards Haileybury, commencing between lots 8 and 9 and concessions 1 and 2 of Dymond, thence passing through lot number 8, concession 1, Dymond, lots 8 and 9, concession 6, and lots 8 and 9, concession 5, of Bucke, and being approximately along the lake shore. Two miles between the villages remain uncompleted, but the whole distance may now be travelled.

I would report also that for the convenience of intending settlers a substantial frame building has been erected in the village of Liskeard, and a wharf has also been built.

The house is one and-a-half-storey, 22 feet by 44 feet, double-boarded and tar-papered without and single-boarded and felt-papered within, having hall, dining-room, kitchen, three bed-rooms and store-room upon the first flat, with the up-stair flat undivided. Two stoves have been added for cooking and heating purposes and the whole building made fairly comfortable. The building is in charge of the Crown Lands Agent, who will no doubt see that it is protected and cared for.

### TROUT LAKE ROAD.

Three miles and a quarter of substantial repairs were made from lot number 9 of B concession, Widdifield, eastward, and from lot number 5, concession 1, westward, a mile of new work was done, the road being practically along the north shore of Trout Lake.

### VANSICKLE ROAD.

The repair of two and a half miles, from lot number 4, concession 1, of Methuen, to the 4th concession, to give a much shorter road for settlers into a cheese factory.

### VEUVE RIVER BRIDGE.

Necessary repairs in consequence of damage by flooding and a jam of logs, which seriously impeded travel.

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#### WAHNAPIITAE ROAD.

A small expenditure in improving the main road and branch.

#### WARREN AND HUGEL ROAD.

This work is from the vicinity of the Imperial Company's mills, lot number 2, concession 6 Dunnet, northeasterly to intersect the boundary between Hugel and Ratter at lot number 12 in the 2nd concession, from whence it continues north on said town line to the 4th concession, and thence east between concessions 3 and 4 of Hugel to Deer Lake, where a number of Norwegians are settled. Five miles of road were constructed and two and a half miles repaired.

#### WILBERFORCE 30 AND 31 SIDE LINE ROAD.

This was the construction of two miles on the side line mentioned, from the 3rd concession, northward, and leads to Golden Lake railway station.

#### WILBERFORCE FIRST SIDE LINE ROAD.

This is an uncompleted work, being delayed in consequence of wet weather. A balance of some \$20 remains unpaid.

#### WILBERFORCE 20 AND 21 SIDE LINE ROAD.

A road into a German settlement and repaired in the 20th concession over three-quarters of a mile.

#### WISAWASA ROAD.

This road is between lots numbers 9 and 10 of Ohisholm and connects with a road on the 13th concession leading to Powassan. It is one mile of construction through heavily timbered land.



# SUMMARY OF EXPENDITURE ON COLONIZATION ROADS AND BRIDGES IN THE YEAR 1896.

Name of work.	Departmental Expenditure.		Municipal Grants.	
	\$	c.	\$	c.
<b>NORTH DIVISION.</b>				
Atik-okan and Seine River .....	190	00		
Atwood .....	494	65		
Bar River .....	488	01		
Balfour .....	484	70		
Blair Athol road and landing .....	649	62		
Bridge repairs, West Algoma .....	314	88		
Barwick and Dobie (balance of 1895) .....	22	95		
Bruce Mines and Desert Lake .....	500	00		
Coyne .....	393	55		
Crozier and Lash .....	1,005	96		
Coffin and Coffin Additional .....	105	40		
Carpenter and Lash (balance of 1895) .....		04		
Desberats and Port Lock .....	500	24		
Goulais Bay .....	402	41		
Grassy River .....	730	00		
Great Northern .....	200	00		
Haughton .....	491	89		
Honora Bay .....	503	34		
Inspection .....	3,406	65		
Ignace and Sturgeon Falls .....	100	00		
Jackfish Bay .....	650	00		
Keewatin .....	3,000	00		
Larchwood .....	200	20		
Lavelle .....	230	00		
McIrvine .....	762	86		
Manitowaning and Michael's Bay .....	493	39		
May and Hallam .....	250	04		
Minnehaha and Manitou Lake .....	350	00		
Morley Township (balance of '95) .....	20	25		
Oliver Township .....	232	36	100	00
Pine River .....	1,380	00		
Parke Township .....	520	92		
Rat Portage and Whitefish Bay .....	200	00		
Rainy River .....	1,069	56		
Rayside .....	991	62		
Red Paint and Saw Bill Lake .....	200	00		
Robinson, Dawson and Burpee .....	700	57		
Rose .....	501	83		
Savanne .....	730	00		
St. Joseph Island .....	1,011	53		
South Bay and Michael's Bay .....	297	95		
Spanish River and Kanabuch .....	500	57		
Spanish River Cable Ferry .....	499	64		
Stanley and Kakabeka Falls .....	100	00		
Sudbury and Whitefish .....	500	48		
Thessalon (balance of 1895) .....	12	40		
Thessalon .....	100	00		
Thompson and Bright .....	502	45		
Thompson and Patton .....	518	12		
Victoria and Salter T. L. .....	250	00		
Wabigoon .....	450	00		
Wainwright and VanHorne .....	2,026	55		
Webbwood and Birch Lake .....	400	63		
Whitefish Valley .....	505	72		
Woodyatt .....	786	40		
Worthington and Whitefish .....	200	00		
	32,129	83		
Less Refund Cartier road of 1895 .....	6	47		
Total .....	32,123	36		

SUMMARY OF EXPENDITURE—*Continued.*

Name of work.	Departmental Expenditure.		Municipal Grants.	
	\$	c.	\$	c.
WEST DIVISION.				
Armour & Strong .....	607	97		
Armour, 25 and 26 S. L. ....	504	76		
Begg-boro' .....	200	00		
Bethune, 12 and 13 Con. ....	149	98		
Back-bone .....	270	97		
Broad River .....	400	00		
Burpee .....	603	30		
Beaver Creek .....	198	64		
Cardwell, No. 3 .....	418	77		
Cecebe Lake .....	200	20		
Chisholm, 8 and 9 Con. ....	499	75		
Chi-holm, 18 Con. ....	599	54		
Christie and Humphrey T. L. (balance of 1895) .....	32	37		
Christie .....	470	00		
Christie, No. 2 .....	1,500	00		
Commanda Road .....	403	03		
Croft, 30 and 31 S. L. ....	150	00		
Doude and Barton .....	601	10		
Dorset .....	694	57		
Dunchurch .....	234	17		
Draper, 7 Con. ....	310	16	50	00
East River .....	565	72		
Eagle Lake .....	33	75		
Golden Valley .....	511	67		
Himsworth & Chi-holm .....	301	23		
Himsworth & Laurier T. L. ....	300	00		
Indian Peninsula .....	800	74		
Inspection .....	1,281	59		
Joly .....	96	00		
Kelly's Swamp .....	151	69		
Maple Island .....	74	00		
Markstay and Koo-ka-ga-ming .....	83	54		
Muskoka .....	753	60		
Maganetawan .....	507	04		
Maganetawan River .....	412	38		
McDougall .....	300	24		
McMurrich, 30 S. L. ....	416	13		
McKellar Centre .....	538	28		
Musquoh .....	400	37		
North West .....	301	75		
North-rn .....	100	00		
Perry, 5 and 6 S. L. ....	489	50		
Port Cockburn .....	1,442	22		
Rainy Lake .....	25	00		
Rossau River .....	116	89		
Ryerson Junction .....	516	28		
Sinclair, 9 and 10 Con. ....	501	52		
Severn .....	1,500	00		
Short's Mills .....	100	00		
South River .....	762	28		
Surprise Lake .....	151	99		
Tasso Lake .....	219	18		
Westphalia .....	644	18		
Willett .....	274	81		
Wilson Lake .....	100	50		
Wolf River .....	590	18		
Total .....	24,418	53	50	00
EAST DIVISION.				
Addington .....	970	75		
Alice, 10 and 11 S. L. ....	300	41		
Alice, 20 and 21 " .....	400	45		
Bromley, 27 and 28 S. L. ....	198	90		

SUMMARY OF EXPENDITURE—*Continued.*

Name of work.	Departmental Expenditure.	Municipal Grants.
	\$ c.	\$ c.
EAST DIVISION— <i>Continued.</i>		
Bromley, 12 and 13 proof line .....	road	300 88
Blezard .....	"	501 13
Barry Bay and Bell's Rapids .....	"	532 10
Barry Bay and Combermere .....	"	338 83
Burnt River .....	bridge	249 90
Battersea .....	road	401 26
Bexley .....	"	301 06
Bonfield, 3 and 4 Con. ....	"	402 21
Bobcaygeon and North West .....	roads	844 21
Bonnechere .....	bridge	400 00
Brudenell and Killaloe .....	road	290 00
Buckhorn .....	"	1,106 74
Buchanan .....	"	512 51
Purleigh .....	"	402 27
Cavendish (balance of 1895) .....	roads	100 48
Caldwell .....	road	498 99
Caldwell and Warren .....	roads	500 00
Connell's .....	road	192 66
Chalk River .....	bridge	95 00
Caldwell .....	road	498 85
Carden and Dalton T. L. ....	"	500 29
Cavendish .....	"	656 45
Carlow .....	"	301 57
Cochran's Creek .....	bridge	50 90
Coe Hill and Chandos .....	road	212 85
Chandos .....	roads	202 08
Couch .....	road	200 13
Dunnst .....	"	500 13
D'Acre and Scotch Bush .....	"	302 95
D'Acre and Opeongo .....	"	400 00
Dummer, 9 Con. ....	"	203 37
Elgin and Bedford Mills .....	"	428 45
Eganville and Brudenell .....	"	250 49
Ferris, 10 Con. ....	"	516 01
Frontenac and Clarendon Station .....	"	402 80
Green Bay .....	"	300 35
Galway (balance of 1895) .....	roads	50 00
Galway, 4 and 5 Con. ....	road	476 85
Galway and Cavendish .....	roads	1,090 00
Gelert .....	road	200 00
German (balance of 1895) .....	"	8 90
Grattan, 18 Con. ....	"	314 58
Graham's Creek .....	"	416 41
Hawley (balance of 1895) .....	"	20 00
Hagarty, 3rd Con. ....	"	296 80
Hagarty, 1st Proof Line .....	"	384 04
Hastings .....	roads	1,123 60
Harvey, 29 and 30 .....	road	203 75
Hardwood Settlement .....	"	301 85
Head, 8 Con. ....	"	300 00
Hinchinbrooke .....	"	280 00
Hugel & Badgerow .....	"	903 67
Inspection .....	"	2,867 00
Jack's Lake .....	road	297 73
Killaloe & McLaughlin's .....	"	420 27
Loughboro' .....	"	307 60
Lyndoch & Foymount .....	"	303 66
Moore's Falls (balance of 1895) .....	bridge	22 10
Monck .....	road	704 50
Monteagle .....	"	400 00
McArthur's Mill .....	"	315 85
Mattawa and Temiscamingue .....	"	399 85
Mississippi .....	"	400 00
Mount St. Patrick .....	"	291 33

## SUMMARY OF EXPENDITURE—Continued.

Name of work.	Departmental Expenditure.	Municipal Grants.
EAST DIVISION—Concluded.		
	\$ c.	\$ c.
Mud Creek ..... bridge	200 00	
North Methuen ..... road	401 74	
North Harvey ..... "	599 85	100 00
Nogie's Creek ..... "	500 25	
Opeongo ..... "	680 89	
Opinicon ..... "	598 25	
Opinicon and Westport ..... "	458 87	100 00
Pembroke and Barry Bay ..... "	181 30	
Petewawa, 4 and 5 S. L. .... "	299 50	
Petewawa, 15 and 16 S. L. .... "	404 73	
Papineau, 10 Con. .... "	499 61	
Papineau, 10 and 11 S. L. .... "	401 82	
Peterson ..... "	396 05	
Pigeon Lake ..... "	401 57	
Raglan and Radcliffe, T. L. .... "	300 00	
Rolph Township ..... "	299 99	
Ryan ..... "	299 49	
Sherwood, 4 and 5 Con. .... "	383 17	
Shield's Pit ..... "	431 86	
Silver Lake Creek ..... bridge	200 00	
South Algona ..... road	500 14	
South Algona, 25 and 26 S. L. .... "	385 88	
Somerville ..... roads	750 00	150 00
South Mountain ..... road	300 00	
Snake Creek ..... "	305 25	
Springtown and Mount St. Patrick ..... "	300 00	
Springer Township ..... "	501 84	
St. Ola ..... "	300 00	
Sturgeon River ..... "	511 10	
Sudbury and Wahnapiatae ..... "	496 25	
Squaw River ..... "	400 15	
Trout Lake ..... "	399 61	
Temiscamingue ..... roads	1,416 06	
Veuve River ..... bridge	82 67	
Vansickle ..... road	200 18	
Wahnapiatae ..... "	200 00	
Warren and Hugel ..... "	1,000 00	
Wisawasa ..... "	599 90	
Wilberforce, 30 and 31 S. L. .... "	501 00	
Wilberforce, 20 and 21 S. L. .... "	40 13	
Wilberforce, 1st Side Line ..... "	180 00	
Total .....	46,177 35	1,100 00



### RECAPITULATION.

I. North Division .....	\$32,123 36
II. West Division .....	24,418 53
III. East Division .....	46,177 35
Total Departmental Expenditure .....	\$102,719 24

### MUNICIPAL GRANTS REFERRED TO IN SUMMARY.

Township of Somerville .....	\$300 00
“ Dummer .....	50 00
“ Smith .....	300 00
County of Peterborough .....	50 00
Township of Harvey .....	100 00
“ Bexley .....	100 00
“ Bedford .....	135 00
“ Draper .....	50 00
“ Oliver .....	100 00
“ South Crosby .....	65 00

HENRY SMITH,

Superintendent of Colonization Roads.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1896.

## APPENDIX No. 28.

List of Persons holding Culler's Licenses issued under The Ontario Culler's Act, 31st December, 1896.

Name.	P. O. Address.	Name.	P. O. Address.
Anderson, M. M. ....	Almonte.	Bennett, Edward Clinton ....	Ahmie Harbor.
Allan, James D. ....	Bracebridge.	Blaine, Harvie Thomas ....	Orillia.
Appleton, Erwin B. ....	Bracebridge.	Barrett, Thomas ....	Barrie.
Albert, Andrew ....	Ottawa.	Bray, James. ....	Kinmount.
Adams, J. Q. ....	Longford Mills.	Bissell, George Thomas ....	Trenton.
Anderson, Patrick J. ....	Campbellford.	Baxter, Richard. ....	Deseronto.
Anderson, J. C. ....	Gravenhurst.	Breaugh, Edward. ....	Deseronto.
Allan, Alfred. ....	Ottawa.	Boyd, George A. ....	Thessalon.
Aikins, Geo. M. ....	French River.	Buchan, Frederick. ....	Arnprior.
Appleby, Ridley. ....	Katrine.	Barrett, Patrick. ....	Arnprior.
Adams, James M. ....	Sault Ste. Marie.	Brundage, Alfred W. ....	Pembroke.
Aylward, James. ....	Peterborough.	Brougham, Thomas. ....	Eganville.
Archibald, John L. ....	Keewatin.	Blair, Robert I. ....	Arnprior.
Austin, Wm. G. ....	Renfrew.	Benson, John W. ....	Sturgis Bay.
Anderson, Charles. ....	Little Current.	Beck, Charles M., Jr. ....	Pen-tanguishene.
Anderson, John. ....	Cartier.	Beatty, W. J. ....	Coldwater.
Adair, Thomas Albert. ....	Gananoque.	Burns, C. W., Jr. ....	South River.
Anderson, J. G. ....	Alpena, Mich.	Bell, John Henry. ....	Burk's Falls.
Alexander, Samuel. ....	Arden.	Bettes, John Hiram. ....	Muskoka Mills.
Adams, Wm. ....	Westmeath.	Brady, John. ....	Renfrew.
Armstrong, James Theodore. ....	McKellar.	Beattie, W. J. ....	Arnprior.
Boland, Abraham. ....	Cartier.	Bromley, William. ....	Westmeath.
Brown, Singleton. ....	Bracebridge.	Bissell, Hartie. ....	Trenton.
Barry, Thomas James. ....	Hastings.	Brown, Robert. ....	Starrat.
Blanchet, Paul Frederick. ....	Ottawa.	Beaton, Hugh. ....	Waubausheene.
Bird, W. S. ....	Parry Sound.	Bailey, Arthur. ....	Parry Sound.
Bayley, James T. ....	Gravenhurst.	Burd, James Henry. ....	Parry Sound.
Bell, Henry. ....	Ottawa.	Bailey, Samuel James. ....	Orillia.
Beach, Herbert Mahlon. ....	Ottawa.	Burton, Tinswood. ....	Renfrew.
Barry, Thomas. ....	Millbridge.	Boyes, James. ....	Huntville.
Beatty, W. R. ....	Parry Sound.	Brown, John. ....	Rockdale.
Brooks, Frederick William. ....	Mackey's Station.	Brennen, Edward Scott. ....	Sundridge.
Brown, Robert D. ....	Port Sydney.	Bell, John Arguey. ....	Klock's Mills.
Breed, Arthur G. ....	Penetanguishene.	Callaghan, Dennis. ....	Trenton.
Barnes, Thomas George Lee. ....	Muskoka Mills.	Campbell, Alexander J. ....	Trenton.
Buchanan, Robert. ....	Coldwater.	Carson, James. ....	Bracebridge.
Beck, Jacob Frederick. ....	Penetanguishene.	Campbell, J. M. ....	Bracebridge.
Bird, Joseph Manly. ....	Muskoka Mills.	Campbell, Robert. ....	Bracebridge.
Boyd, John F. ....	Thessalon.	Clairmont, Joseph. ....	Campbellford.
Brandon, Martin W. ....	Peterborough.	Clarkson, Robert J. ....	Parry Sound.
Bell, John C. ....	Peterborough.	Carruthers, Aaron. ....	Hintonburg.
Bartlett, George W. ....	Warren.	Calder, Wm. J. ....	Bark Lake.
Brown, Silas. ....	Klock's Mills.	Chev, Joseph. ....	Gravenhurst.
Boland, W. G. ....	Eganville.	Cole, James Colin. ....	Ottawa.
Baulke, George R. ....	Aylmer, Que.	Cameron, William. ....	Collins' Inlet.
Bromley, Thomas. ....	Pembroke.	Cain, Robert. ....	Midland.
Bromner, John L. ....	Admaston.	Crawford, Stephen W. ....	Thessalon.
Bromley, W. H. ....	Pembroke.	Cochrane, George. ....	Peterborough.
Bowers, Isaac. ....	Little Current.	Coburn, John. ....	Lindsay.
Brown, Thomas. ....	Barrie.	Crowe, Nathaniel. ....	Bobcaygeon.
Bass, Walter R. ....	West Huntingdon.	Cameron, Alexander. ....	Norman.
Bates, Robert. ....	Rat Portage.	Chrysler, Frank R. L. ....	Webbwood.
Bick, Thomas. ....	Bobcaygeon.	Carson, Hugh. ....	Rat Portage.

APPENDIX No. 28.—*Continued.*

Name.	P. O. Address.	Name.	P. O. Address.
Carson, Melvin.....	Little Current.	Fitzgerald, E. Clair .....	Parry Sound.
Cameron, John K.....	Spanish River.	Farrell, W. H.....	Ironside, Que.
Cassidy, William.....	Little Current.	French, Louis Wm.....	Byng Inlet.
Coons, George Washington.....	Peterborough.	Fraser, Wm. A.....	Mattawa.
Chisholm, George Leopold.....	Sault Ste. Marie.	Fortune, Owen.....	Trenton.
Chalmers, George James.....	Peterborough.	Fraser, David.....	Norman.
Caverly, David Charles.....	Parry Sound.	France, John.....	Collins' Inlet.
Campbell, Archibald J.....	Little Current.	Ferguson, Ernest A.....	Baysville.
Close, John L.....	Arnprior.	Ford, Charles.....	Wahnapitae.
Campbell, James R.....	Eganville.	Fraser, Alexander, Jr.....	Westmeath.
Campbell, John A.....	Galetta.	Fairbairn, William.....	Calabogie.
Caillier, Hyacinthe.....	Arnprior.	Fraser, Wm. A.....	Pembroke.
Chamerlin, Thomas.....	Bobcaygeon.	Fraser, Foster.....	Pembroke.
Cooper, David Allan.....	Millbrook.	Fraser, William.....	Little Current.
Cox, Henry.....	Bellerica, Que.	Fraser, Hugh Alexander.....	Pembroke.
Currie, James.....	Ottawa.	Flaherty, John.....	Lindsay.
Clarkson, A. E.....	Midland.	Fisher, William.....	Trenton.
Clairmont, E.....	Gravenhurst.	Fox, Thomas.....	Deseronto.
Cameron, W. F.....	Sturgeon Bay.	Fallis, James W.....	Sturgeon Bay.
Connolly, Daniel.....	Gravenhurst.	Fairbairn, N. H.....	Webbwood.
Campbell, P. C.....	Sault Ste. Marie.	Freil, John.....	Trenton.
Cadenhead, Alexander.....	Midland.	Fox, Charles.....	Trenton.
Carpenter, R. J.....	Arnprior.	Featherstonhaugh, Wm. Henry.....	Penetanguishene.
Christie, William Pringle.....	Severn Bridge.	Fraser, Schuyler.....	Westmeath.
Campbell, C. V.....	Sault Ste. Marie.	Feren, Joel.....	Savanne.
Olegg, Samuel.....	Peterborough.		
Clairmont, William L.....	Gravenhurst.	Green, Norman A.....	Gilmour.
Cahill, Thomas.....	Nosbor sing.	Green, Samuel E.....	Parry Sound.
Chew, Manley.....	Midland.	Grant, John.....	Flinton.
Cooper, James, Eddy.....	Saurin.	Greene, Arthur.....	Ottawa.
Cook, Reinhardt.....	South River.	George, R.....	Parry Sound.
Crowe, Cecil.....	Bobcaygeon.	Gardiner, John.....	Parry Sound.
Cassidy, S. C.....	Dunchurch.	Golden, Frank J.....	Trenton.
Charleson, John Baptiste.....	Ottawa.	Garson, Robert.....	Thessalon.
Comer, Billa F.....	Tweed.	Gropp, August.....	Penetanguishene.
Carter, George.....	Sundridge.	Grozelle, Antoine D.....	Muskoka Mills.
		Goulais, James.....	Peterborough.
Durrill, John W.....	Ottawa.	Grayson, Charles.....	Keewatin.
Dickson, John.....	Sundridge.	Gladstone, Henry E.....	Cook's Mills.
Danter, R. W.....	Parry Sound.	Graham, Edward G.....	Wahnapitae.
Doyle, T. J.....	Eau Claire.	Griffin, James.....	Spanish River.
Dobie, Alexander R.....	Blind River.	Gordon, Alexander B.....	Pembroke.
Donally, Richard S.....	Sudbury.	Gareau, Noah J.....	Pembroke.
Devine, William.....	Cook's Mills.	Gordon, Robert W.....	Pembroke.
Durrill, William.....	Nosbonsing.	Guertin, Nelson.....	Petawawa.
Draper, Patrick.....	Quyon, Que.	Gardner, John.....	Rat Portage.
Davis, J. P.....	Bobcaygeon.	Gunter, Peter M.....	Gilmour.
Drum, Patrick.....	Belleville.	Glennie, William.....	Millbridge.
Durham, Edgar S.....	Rosseau.	Gorman, Maurice J.....	Fenelon Falls.
Duquette, Charles.....	Webbwood.	Gillies, John A.....	Braeside.
Davis, William Albert.....	Bobcaygeon.	Gadway, John.....	Parry Sound.
Dickson, Robert Alexander.....	Keene.	Garrow, Edward.....	Nipissing Junction.
Dawkins, John.....	Gravenhurst.	Golding, William.....	Dorset.
Doxsee, James E.....	Gravenhurst.	Gillies, Harry.....	White Lake.
Didier, L. P.....	Aylmer, Que.	Gordon, Herbert C.....	Nelson.
Devine, Patrick J.....	Sheenboro, Que.	Gillespie, M. H.....	Cook's Mills.
Dinsmore, Richard.....	Huntsville.	Griffin, William.....	Huntsville.
		Ganton, David.....	Trout Creek.
Ebert, Andrew P.....	Pembroke.	Graham, George L.....	Arnprior.
Ellis, Alexander.....	Arnprior.	Graham, Frederick S.....	Arnprior.
Ellis, John.....	Westmeath.	Gill, Cuthbert.....	Orillia.
Errington, Joseph.....	Sundridge.		
Edgington, Henry Jobin.....	Parry Sound.	Hartt, James.....	Gilmour.
Eager, James.....	Parry Sound.	Hayes, James.....	Enterprise.
		Humphrey, T. W.....	Gravenhurst.
Forbes, Christopher McKay.....	McLean's Depot.	Huckson, A. H.....	French River.

APPENDIX No. 28.—*Continued.*

Name.	P. O. Address.	Name.	P. O. Address.
Howe, Alexander.....	Queensborough.	King, Napoleon.....	Mattawa.
Hurd, Edwin.....	Hurdville.	Kean, B. F.....	Orillia.
Huff, J. S. Morris.....	Arnprior.	Kemp, Orval Wesley.....	Trenton.
Hutton, John.....	Hutton House.	Kirk, Charles Barron.....	Queensborough.
Hutchinson, Wm. E.....	Huntsville.	Kingsland, W. P.....	Ottawa.
Hogarth, Joseph Rowan.....	Pembroke.	Kerr, John B.....	Arnprior.
Humphrey, John.....	Gravenhurst.	Kennedy, Walter.....	Arnprior.
Hill, Joshua.....	Midland.	Kennedy, John.....	Pembroke.
Hall, David.....	Lovering.	Knox, William M.....	Fesserton.
Hartley, Charles.....	Peterborough.	Kearney, Michael John.....	Buckingham, Que.
Hawkins, Henry Charles.....	Blind River.	Kendrick, John.....	Burk's Falls.
Hines, Philip Wallace.....	Huntsville.	Kennedy, John L.....	Burk's Falls.
Hudson, John Lewis.....	Combermere.	Lloyd, Alfred.....	Severn Bridge.
Helferty, Dennis.....	Eganville.	Lawrie, Frank A.....	Parry Sound.
Hamilton, Robert.....	Rat Portage.	Latimer, James.....	Frank's Bay.
Hoppins, Abiram.....	Kingston.	Lemyre, Middey.....	Campbellford.
Hoppins, Densmore.....	Kingston.	Lutz, Jacob.....	Parry Sound.
Haystead, John.....	Parry Sound.	Luby, John E.....	Ottawa.
Henderson, John Irwin.....	Bobcaygeon.	Lochnan, James.....	Ottawa.
Hartley, William.....	Millbridge.	Lozo, John.....	Trenton.
Higgins, John C.....	Peterborough.	Loughrin, Lawrence.....	Pembroke.
Harrison, John, Jr.....	Pembroke.	Linton, J. H.....	Parry Sound.
Hawkins, E.....	Le Breton Flats.	Ludgate, James.....	Peterborough.
Henderson, Charles.....	Bracebridge.	Lee, Robert.....	Hunt'sville.
Halliday, Frank.....	Mississippi.	Lengford, Mark.....	Baysville.
Halliday, James.....	Springtown.	Letherby, Edwin.....	Midland.
Hurdman, J. A.....	Ottawa.	Lovering, William James.....	Coldwater.
Hawkins, Stonewall J.....	Meldrum Bay.	Lane, Maurice.....	Bobcaygeon.
Hinchliffe, William.....	Gunter.	Lenton, George.....	Peterborough.
Hillis, James M.....	Sutton West.	Low, Thomas A.....	Renfrew.
Hogg, W. J.....	North Bay.	Livingston, Robert M.....	Huntsville.
Hoxie, E. P.....	Katrine.	Londry, William E.....	Sault Ste. Marie.
Hawkins, Walter.....	Pembroke.	Labelle, James.....	Waltham, Que.
Howard, James.....	Eganville.	Labelle, Eli.....	Waltham, Que.
Howard, William.....	Baysville.	Ladurante, J. D.....	Ottawa.
Hogan, Enos W.....	Savanne.	Ludgate, Theodore.....	Peterborough.
Horne, John T.....	Fort William.	Lucas, Frank.....	Sault Ste. Marie.
Irwin, Thomas H.....	Parry Sound.	Lunam, Duncan.....	Collfield, Que.
Jackson, Robert.....	Brechin.	Lott, George.....	Trenton.
Johnson, Finlay.....	Bracebridge.	Lawrie, John D.....	Parry Sound.
Jones, Albert.....	Victoria Harbor.	Lovering, George Francis.....	Coldwater.
Johnson, Thomas.....	Bobcaygeon.	Lavigne, John.....	Aylmer, Que.
Johnston, Archibald M.....	Norman.	Landell, Charles S.....	Huntsville.
Julien, Charles.....	Trenton.	Long, Henry Elisha.....	Mattawa.
Junkin, Henry.....	Marmora.	Malloy, Mark.....	Baysville.
Johns, Frank.....	Nipissing Junction.	Miller, R. O.....	Gravenhurst.
Jessup, Edward D.....	Cache Bay.	Menzies, Archibald.....	Burk's Falls.
Johnson, Frank N.....	Ottawa.	Manning, James.....	Trenton.
Johnston, John.....	Peninsula Lake.	Martin, Philip.....	Stoco.
Johnson, S. M.....	Arnprior.	Malone, William Patrick.....	Ottawa.
Jones, Frederick James.....	Flinton.	Marsh, Eli Terrill.....	Trenton.
Johnston, William A.....	Castleford.	Millar, John W.....	Huntsville.
Jervis, Henry.....	Wisawasa.	Mutchenbacher, Asa.....	Rosseau Falls.
Jones, William.....	Fenelon Fall.	Morris, George F.....	Frank's Bay.
Kerby, John.....	Belleville.	Murray, George, Jr.....	Waubashene.
Kennedy, Robert.....	Marmora.	Manghan, Joseph.....	Fort William.
Kirby, Louis Russell.....	Ottawa.	Margach, William J.....	Port Arthur.
Kenney, Timothy.....	Enterprise.	Murray, George, Sr.....	Waubashene.
Kirk, Henry.....	Trenton.	Maniece, William.....	Peterborough.
Knox, Milton.....	Ottawa.	Murray, William.....	Rat Portage.
Kinsella, Michael Pierce.....	Trenton.	Morgan, Richard J.....	Rat Portage.
Kitchen, D.....	French River.	Magee, Thomas Arthur.....	Rat Portage.
Kelly, Jeremiah.....	Sudbury.	Murdoch, James.....	Cook's Mills.
Kelly, Ferdinand.....	Mattawa.	Munroe, Peter P.....	Commanda.
		Mason, Benjamin.....	Westmeath.
		Monaghan, John B.....	Arnprior.



## APPENDIX No. 28.—Continued.

Name.	P. O. Address.	Name.	P. O. Address.
Monaghan, M. J	Arnprior.	McLean, Peter W.	Sand Point.
Mulvihill, John	Arnprior.	McManus, John C.	Arnprior.
Moran, Andrew	Rockingham.	McNabb, Alexander	Arnprior.
Mulvihill, Michael	Arnprior.	McFarlane, Alexander	Renfrew.
Mann, John	Manitowaning.	McFarlane, J. D.	Stewartsville.
Marrighan, Richard	Deseronto.	McFarlane, Duncan	Renfrew.
Monaghan, John Dorland	Deseronto.	McKendry, Wm. B.	Arnprior.
Matheson, William	Chelmsford.	McPhee, Hugh	Renfrew.
Monro, Alexander G.	Braeside.	McPhee, John	Arnprior.
Monro, Philip	Braeside.	McLachlin, Peter	Arnprior.
Mangan, Patrick	Arnprior.	McLachlin, Alexander	Arnprior.
Marcil, Peter	Ottawa.	Mackey, Edward	Arnprior.
Main, Samuel	Spanish Station.	McKewen, Henry	Trenton.
Morley, Chas	Huntsville.	McDonald, Alfred	Peterborough.
Moore, David Henry	Peterborough.	McGeary, John J	Sundridge.
Murphy, John	Arnprior.	McDonald, Archibald W.	Gilmour.
Matheson, Daniel	Chelmsford.	McCaw, John Gillen	Queensborough.
Milne, William	Ethel.	McCauley, Barney	Trenton.
Mangan, Charles	Burk's Falls.	McDougall, James T.	Klock's Mills.
Mooney, Lincoln	Orillia.	McInenly, Thomas	Quebec, Que.
Mangan, John	Arnprior.	McBride, Archibald	Arnprior.
Mooney, Thomas	Kingston.	McFarlane, Robert L.	Arnprior.
Mason, Robert T	Rochesterville.	McGown, Wm.	Parry Sound.
Moore, William John	Gravenhurst.	McGown, Thomas	Parry Sound.
McPherson, James S	Rama.	McDermet, Patrick	South River.
McKinley, Edward C	Toronto.	McKay, Angus	South River.
McClelland, John	Parry Sound.	McDonald, A. J	Longford.
McFarlane, J. W	Cache Bay.	McInnes, Angus D.	Gravenhurst.
McDonald, Roderick	Pembroke.	McKendry, Alexander	Waubashene.
McCormack, William	Pembroke.	McGuire, Timothy	North Bay.
Macpherson, John	Ottawa.	McGrath, John	Peterborough.
McEachern, John A.	West Gravenhurst.	McWilliams, John Bannon	Peterborough.
McLeod, Dugald	Gravenhurst.	McGagherty, Patrick	Westmeath.
McClelland, R. H.	Parry Sound.	McKendry, Daniel	Arnprior.
McEvoy, Frank	Campbellford.	Macdonald, D. F.	Parry Sound.
McDermott, Peter	Orillia.	McManus, Thomas J.	Renfrew.
McIlroy, John	Madoc.	Macfarlane, David R	Ottawa.
McNab, Robert J	Parry Sound.	McColgan, Edward	Quyon, Que.
McFadden, James	Ottawa.	McMichael, Charles	North Seguin.
McIntosh, James G	Carleton Place.	McIlroy, Thomas Davis	Madoc.
McInnes, Hector D	Bracebridge.	McDonald, Wm. Henry	Trenton.
McKinnon, Malcolm	Bracebridge.	McGaw, William Thomas	Callendar.
McLean, Daniel	Bracebridge.	McMillan, L	Callendar.
McKinnon, Archie J	Bracebridge.	McDermott, John L.	Orillia.
McKay, D. C	Baysville.	McDonald, Charles M	Pembroke.
McDonald, James	Parry Sound.	McPhee, Benjamin	Pembroke.
McPherson, Allan	Longford.	McGee, John Edward	Parry Sound.
McDonald, James P.	French River.	Macfarlane, Mack	Arnprior.
McFarland, Joseph C	Port Severn.	MacCallum, Alexander	Braeside.
McNabb, Alexander	Thessalon.	MacCallum, Albert	Arnprior.
McGillivray, Archibald	Port Arthur.	McGonigal, John	Arnprior.
McGrane, Edward	Lindsay.	McConachie, John	Huntsville.
McLeod, Donald, Jr	Keewatin.	Newton, Frank	Gravenhurst.
McDonald, Hector R	Thessalon.	Newburn, William	Parry Sound.
McDougall, Duncan	Bracebridge.	Niblett, James	Arnprior.
McNabb, Alexander D.	Warren.	Niblett, Robert	Osceola.
McCormack, John C.	Sudbury.	Newell, John H.	Parry Harbor.
McNamara, John	Byng Inlet.	Overend, George J.	Longford Mills.
McGillivray, Duncan D	Algoma Mills.	O'Brien, Andrew	Ottawa.
McIntyre, Daniel A	Klock's Mills.	O'Connor, John	Hintonburg.
McNamara, Lewis	Klock's Mills.	Oliver, Darcy	Wahnapiatae.
McDonald, Sidney C.	Mattawa.	O'Connor, William	Nosbonsing.
McCool, Christopher L.	Cartier.	O'Neill, James W	North Bay.
McCallum, Donald	Arnprior.	O'Donnell, William	Penetanguishene.
McGregor, Duncan	Burnstown.		

APPENDIX No. 28.—*Continued.*

Name.	P. O. Address.	Name.	P. O. Address.
Owens, Richard .....	Basin Depot.	Spargo, George .....	Ottawa.
O'Reilly, Patrick .....	Cartier.	Smyth, W. H. ....	Byng Inlet North.
O'Neill, Mark .....	Renfrew.	Salmon, R. H. ....	Baysville.
Orrill, John .....	Trenton.	Salmon, Alexander C. ....	Baysville.
Pomery, Peter .....	Trenton.	Stremer, A. ....	Ottawa.
Perry, Pringle K. ....	Byng Inlet North.	Shields, Frank A. ....	Parry Sound.
Purcell, William G. ....	Ottawa.	Smyth, Job E. ....	Cache Bay.
Purvis, John .....	Parry Sound.	Sage, Nelson .....	Muskoka Mills.
Porter, James .....	Uphill.	Shaw, Thomas B. ....	Waubauskene.
Pearson, John James .....	Lindsay.	Swanston, James .....	Peterborough.
Paterson, John .....	Wahnapitae.	Simpson, William .....	Hall's Bridge.
Paterson, Alexander .....	Orillia.	Sadler, Thomas .....	Lindsay.
Parke, James .....	Gravenhurst.	Smith, Patrick Albert .....	Norman.
Paquette, Oliver .....	Webbwood.	Snaith, William J. ....	Mattawa.
Palmateer, Sherman .....	Gravenhurst.	Sinn, Wm. F. ....	Arnprior.
Paget, George .....	Huntsville.	Scrim, Robert .....	Arnprior.
Pounder, Joseph .....	Westmeath.	Sharp, James A. ....	Sudbury.
Pell, Richard D. ....	Arnprior.	Shanacy, Harry S. ....	Cook's Mills.
Quinn, William .....	Peterborough.	Smith, William .....	Ottawa.
Richardson, Frederick George .....	Trenton.	Stewart, Daniel .....	Braeside.
Richards, Richard .....	Tamworth.	Sheehan, Michael H. ....	Waubauskene.
Riddell, George Alexander .....	Rochesterville.	Scott, Thomas .....	Parry Sound.
Richey, Evan .....	Brentwood.	Smith, Lawrence .....	WestSaginaw, Mich.
Randall, Louis G. ....	French River.	Shea, Stewart .....	Campbellford.
Richardson, Charles Mervyn .....	Trenton.	Sullivan, John .....	Sudbury.
Rochester, Daniel Baillie .....	Ottawa.	Sinclair, Finlay .....	Sudbury.
Riddell, James .....	Ottawa.	Shiels, Henry F. ....	Cartier.
Rice, Asa A. ....	Hull, Que.	Smith, Gideon Ousley .....	Burk's Falls.
Roberts, T. A. ....	Huntsville.	Smith, John Wallis .....	Thedford.
Ross, Andrew .....	Longford Mills.	Smith, Henry G. ....	Arnprior.
Rose, Donald M. ....	Rat Portage.	Story, John A. ....	Ottawa.
Rawson, Charles Edgar .....	Coldwater.	Sweezy, Benjamin .....	Massey.
Ross, George .....	Waubauskene.	Sheppard, Charles H. ....	Coldwater.
Roberts, Percy T. ....	Keewatin.	Sinclair, Armon D. ....	Arnprior.
Ritchie, William D. ....	Little Current.	Smith, Sidney E. ....	Ottawa.
Ramsay, Robert .....	Arnprior.	Tait, Thomas B. ....	Burk's Falls.
Ritchie, J. F. ....	Arnprior.	Taylor, C. M. ....	Gravenhurst.
Ritter, Samuel G. ....	Ah Mic Harbor.	Thornton, W. D. ....	Longford Mills.
Robinson, William .....	Bobcaygeon.	Trussler, Gilbert .....	Trout Creek.
Reid, Joseph B. ....	Lindsay.	Thompson, George S. ....	Lindsay.
Ross, Walter M. ....	Ottawa.	Thomson, Frederick A. H. ....	Callendar.
Ruttle, H. A. ....	Carleton Place.	Thomson, Francis Henry .....	Nosbonsing.
Richards, Benedict .....	Ottawa.	Tuffy, John .....	Cartier.
Regan, John .....	Orillia.	Train, A. C. ....	Rowan Mills.
Russell, William .....	Pembroke.	Turgeon, George .....	Cook's Mills.
Ramsay, Charles .....	Sudbury.	Thomson, Alexander W. ....	Arnprior.
Rankin, Anthony .....	Cache Bay.	Taylor, Thomas G. ....	Gravenhurst.
Ross, Angus .....	Orville.	Tait, Ralph .....	Arnprior.
Robinson, Albert E. ....	Washago.	Train, William .....	Burk's Falls.
Robinson, Edward .....	Washago.	Turner, Gavin F. ....	North Bay.
Robinson, Thomas G. ....	Washago.	Tilson, Joseph .....	Burk's Falls.
Revell, Lionel Oliver .....	West Gravenhurst.	Udy, Dean .....	French River.
Regan, Judd Patrick .....	Warrminster.	Vigrass, Percy J. ....	Dufferin Bridge.
Robbins, Etna Rosedale .....	Orillia.	Vincent, Joseph .....	Warren.
Scanlan, William .....	Enterprise.	Vollin, Samuel .....	Nosbonsing.
Sutherland, D. H. ....	Gravenhurst.	Vannier, Nelson Joseph .....	Bobcaygeon.
Spanner, John .....	Huntsville.	Watson, William .....	Huntsville.
Shier, James D. ....	Bracebridge.	Webb, George W. ....	Parry Sound.
Spooner, W. R. ....	Katrine.	Wilcox, Thomas .....	Parry Sound.
Simpson, Alfred E. ....	Wakefield.	Wheeler, J. A. McL. ....	Tamworth.
Souliere, John B. ....	Ottawa.	Ward, Joseph W. ....	Ottawa.
Shiels, James A. ....	Carleton Place.	Wilkinson, William .....	French River.

APPENDIX No. 28.—*Concluded.*

Name.	P. O. Address.	Name.	P. O. Address.
Waldie, John E .....	Victoria Harbor.	Wickware, Philip Almont ....	Cloyne.
Wigg, Thomas G .....	Thessalon.	Wilson, Edward .....	Deseronto.
Wall, Patrick B. ....	Cheboygan, Mich.	Whelan, P. J .....	McDougall.
Wells, John R. ....	Little Current.	Whyte, John Thomas Goth....	Ottawa.
Whiteside, John.....	Huntsville.	White, William James .....	Muskoka Falls.
Watt, William.....	Peterborough.	Warrell, George .....	Powassan.
Wilson, George .....	Lindsay.	Wells, George W .....	Little Current.
White, Thomas .....	Parry Sound.	Young, William .....	Severn Bridge.
Watson, William .....	North Bay.	Young, A. J .....	Cache Bay.
Weston, Frank R .....	Midland.	Young, Samuel .....	Coldwater.
White, James B .....	Manitowaning.	Young, Patrick P.....	Young's Point.
Wilson, James A., Jr ..	Webbwood.	Yuill, Thomas .....	Arnprior.
Whaley, Thomas .....	Huntsville.	Yuill, A. D.....	Braeside.
Webster, William Alfred ..	Bracebridge.		
Warrell, William .....	Trout Creek.		
Wims, Peter.....	Blessington.	Total .....	644

AUBREY WHITE,

Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
 TORONTO, December 31st, 1896.





REPORT  
OF THE  
COMMISSIONER OF CROWN LANDS  
OF THE  
PROVINCE OF ONTARIO  
FOR THE YEAR  
1897.

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PRINTED BY ORDER OF  
THE LEGISLATIVE ASSEMBLY OF ONTARIO.

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1898.



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REPORT  
OF THE  
COMMISSIONER OF CROWN LANDS  
OF THE  
PROVINCE OF ONTARIO  
FOR THE YEAR 1897.

---

*To His Honour the Honourable SIR OLIVER MOWAT, G.C.M.G.,  
Lieutenant-Governor of the Province of Ontario.*

MAY IT PLEASE YOUR HONOUR:

As required by law, I submit for the information of your Honour and the Legislative Assembly, a report of the management of the Crown Lands of the Province for the year ending 31st December, 1897.

CROWN LANDS.

The area of Crown Lands sold during the year was 60,147½ acres, aggregating in value \$84,409.66. The collections on account of these and sales of former years amounted to \$93,045.93. There was also leased as mining land under the leasing clauses of The Mines Act, 86,014 acres, on which and on lands previously leased, rent amounting to \$168,356.54 was collected. See Appendix No. 3, page 5.

The anticipations expressed in last year's report as to activity in the mining industry of the Province during 1897 were fully realized. The number of companies incorporated under the laws of Ontario last year was 140, with an aggregate authorized capital of \$101,531,000, as against 26 in 1896, with capital

amounting to \$15,000,000. The area of mining lands disposed of by the Crown in 1897 by sale and lease, and the sums received therefor exceeded the transactions for the five years, 1892-96, as follows:

1892-96 .....	93,821 $\frac{3}{4}$ acres.	\$131,518.38
1897 .....	115,809     "	144,299.06

The interest centered largely in gold mining, and the bulk of the lands disposed of were in the gold districts of Lake of the Woods, Seine River, Manitou and Wabigoon. Prospecting was vigorously prosecuted during the year, and numerous discoveries of gold bearing quartz rewarded the efforts of explorers both within and beyond the boundaries of previously known fields. Many properties were under development, and several of them entered the list of producing mines during the year. Some immense deposits of low grade quartz in the Upper Seine region and elsewhere have been exploited during the year, and results appear to show that they will prove remunerative if worked on a large scale. The Sultana Mine, the oldest and most highly developed in the Lake of the Woods region, has increased its capacity from 10 to 30 stamps. The other producing mines in Western Ontario, namely, the Regina, Foley and Mikado, have been engaged in putting themselves in shape for steady and continuous working. The mill on the last named property began work in August. A large and fully equipped 20-stamp customs mill has been erected at Keewatin by the Ottawa Milling and Mining Company for the treatment of ores from properties bordering on Lake of the Woods. In Hastings County the Deloro mine has been producing gold from auriferous mispickel. The total quantity of bullion produced in the year was 11,412 oz. valued at \$190,244, an increase of sixty per cent. in quantity and value over 1896. Discoveries of gold in the valley of the Michipicoton river were made in the summer of 1897, and on 9th September an Order in Council was passed setting apart the Michipicoton Mining Division with an area of about 5,000 square miles. Mineral lands situated in this division may be taken up and held as "mining claims," as provided in the regulations made under The Mines Act.

The copper-nickel mines of the Sudbury District smelted a greater quantity of ore in 1897 than in any previous year. The Canadian Copper Company was the principal producer.

#### CLERGY LANDS.

The area of these lands sold during the year was 676 acres, aggregating in value \$670.60. The amount collected on account of these and former sales was \$3,165.21. See Appendix No. 3, page 5.

## COMMON SCHOOL LANDS.

The area of these lands sold during the year was  $1\frac{1}{2}$  acres, aggregating in value \$5. The amount collected on account of these and former sales was \$10,751.55. See Appendix No. 3, page 5.

## GRAMMAR SCHOOL LANDS.

The area of these lands sold during the year was 329 acres, aggregating in value \$385.15. The collections on account of these and former sales amounted to \$2,414.12. See Appendix No. 3, page 5.

## RAILWAY LANDS.

Under The Railway Aid Act of 1889, 52 Victoria, chapter 35,  $96\frac{1}{2}$  acres were sold, aggregating in value \$193. The collections were \$176.58. See Appendix No. 3, page 5.

## UNIVERSITY LANDS.

Of these lands there were sold 5,913 acres, aggregating in value \$2,957.50, on which was collected \$895.04. See Appendix No. 3, page 5.

## COLLECTIONS AND REVENUE.

The total collections of this Department on account of all sources of revenue were \$1,609,285.90. See Appendix No. 4, page 6.

## DISBURSEMENTS.

The total disbursements of the Department were \$329,417.14. This is considerably in excess of last year's expenditure, and arises from the large sum spent under the vote for mining development, and other special services. The following may be mentioned as abnormal expenditures:—Mining Roads, \$32,986.05; Mining Schools, \$9,552.70; Rat Portage Mining Agency \$1,646.23; Michipicoton Mining Division, \$2,898.72; payment out of Iron Mining Fund under The Mines Act 1897, \$4,000. These items represent an expenditure of \$51,083.70. In addition there was paid as compensation to Ontario Timber licensees for timber limits included within the Whitefish Indian Reserve as claimed by the Federal Government, \$13,905. The refund expenditure was also considerably larger than was estimated owing to parties failing to complete their purchases within the time required by The Mines Act and withdrawing their money. The refunds exceeded those of last year by \$15,685.62. On account of the great increase in the work of the Department incident to the mining excitement, particularly in the Surveys Branch, a considerable number of extra clerks had to be temporarily employed, which is responsible for an increase in contingencies of \$3,199.70.



## WOODS AND FORESTS.

The total revenue from Woods and Forests for the year 1897 amounts to \$1,327 140.08. Of this, \$190,918.90 was on account of bonus and \$54,166.62 on account of ground rent, leaving the net revenue from timber dues, etc., \$1,082,054.56. See Appendix No. 4, page 26.

The revenue from timber dues is larger than was expected at the beginning of the year. The accounts for timber dues accrue due in the month of December subsequent to the winter in which the cutting takes place, and are paid more or less promptly according to the condition of the trade. The output of sawlogs, etc., for the winter of 1895-96 was, as stated in my last report, the largest in the history of the Province, representing the sum of over one million dollars for timber dues alone. These dues did not become payable until December, 1896, and a considerable portion of them would not be paid until the year 1897. Owing to the continued depression in the lumber trade and the uncertainty prevailing as to the reimposition of an import duty on sawn lumber passing into the United States, it was expected that payments would not be made so freely and punctually as usual; consequently the estimate of revenue from Woods and Forests was not increased in proportion to the large increase in accruals. When it became evident that an import duty would be imposed on lumber passing into the United States, heavy purchases were made for that market and some of our own lumbermen shipped their lumber over there and piled it up, this action being taken in advance of tariff legislation, the object in both cases being to escape the duty. The sales improved the financial position and consequently larger payments were made than was looked for, the result of which has been the increased revenue collected from timber dues.

The present state of our relations with the United States so far as sawn lumber is concerned is very one sided and unfair. Formerly our lumber paid \$2 per thousand. Under what was known as the McKinley tariff, this was reduced to \$1 per thousand on the Government of Canada agreeing to remove the export duty of \$2 per thousand on Canadian sawlogs. Later, under what was known as the Wilson tariff, the import duty on sawn lumber was removed and our lumber was admitted free into the United States, which was a great advantage to the trade as it enabled the Canadian lumberman to send a coarser grade of lumber into that market than he could when he had to pay \$2 or even \$1 per thousand. Owing, however, to the long continued depression in the United States, we did not reap the immediate benefit which was hoped for from this removal of the duty, and just when the depression looked like passing away, the Republican party of the United States commenced to revise the tariff on protectionist lines. When the "Dingley Bill" was under discussion it soon became evident that lumber would be removed from the free list unless very strong efforts were put forth.



Those interested in Canadian limits, with very few exceptions, made a strong fight to keep lumber on the free list or to keep the duty down to the McKinley tariff rate, viz., \$1 per thousand. It was believed that this would be done, but at the last minute the duty was made \$2 per thousand. This was quite unexpected, but what was more unexpected still was the insertion of a clause in the tariff providing for the addition to the import duty on lumber of any amount which might be imposed as an export duty on logs sent to the United States. This meant that if the Government of Canada put on the old export duty of \$2 per thousand on logs, then the duty on lumber would be \$4 per thousand. This state of affairs caused an agitation to spring up for relief from such a one sided arrangement. The Government of Canada not having signified its readiness to put on an export duty, attention was turned to the Government of Ontario, and it was pressed to put a condition in all timber licenses requiring sawlogs cut under their authority on the Crown domain to be sawn into lumber in Canada. To deal with this question intelligently requires full information and grave consideration. The views of those interested have been heard and the Legislature will shortly be asked to approve regulations dealing with the whole situation. Meanwhile regulations have been passed excluding aliens from working in the taking out of logs and timber on licensed lands of the Crown and an officer has been appointed to enforce these regulations. In advance of the submission of the new regulations for the sanction of the Legislature with respect to the manufacture of timber, those lumbermen operating under authority of timber licenses issued some months ago have been warned against attempting to cut an abnormal quantity of logs for export, and the various rangers have been instructed to watch very closely the quantities being taken out, and it has been intimated to the lumbermen that should any abnormal cut be attempted the Department might feel called upon to take action in the premises.

For some time past there has been considerable excitement over the discovery of gold in the region lying north and east of Lake Wahnapiatae, and large numbers of prospectors and miners had flocked into the townships of Kelly, Davis, Rathbun and Scadding. These men had spent considerable money in developing the prospects which they had discovered and in order to render them valuable and make sale of them they had been pressing the Department for title. The Department had been averse to opening these townships for sale, lease or settlement because the pine timber had not been sold, and it was feared that in clearing, etc., fire would be used to such an extent that bush fires would certainly ensue and the pine timber would be destroyed. Early last spring the Department was very strongly pressed to allow titles to issue and so pronounced did the feeling become that threats were made through the Press and in correspondence and otherwise that if the timber stood in the way of the opening up of the townships it would be burned up. In view of these facts and of the presence of such an

army of prospectors as had rushed in, the position became acute and the Department reluctantly concluded that it would be necessary to sell the timber in order to realize the bonus, put the timber under license, and then place on the shoulders of those who would buy it the responsibility of watching it and cutting from time to time whatever quantity might be damaged or was in danger. This course it was felt would relieve the intense feeling prevailing in the locality. Advantage was taken of the holding of a sale to sell other small exposed areas and a few berths in the Rainy River District, which, owing to the mining exploration there, were likewise in danger. The townships offered were not by any means first class pine townships, though parts of them were fairly timbered. The sale was held on the 17th of August last, and 280 miles were offered for sale, of which 159½ were sold for \$265,162.50, or an average bonus of \$1,665.07 per square mile. Considering the quantity of pine on the limits and its character, the showing was as good a one, so far as the price was concerned, as at any previous sale. A condition of the sale was that all the timber cut on the limits sold must be sawn into lumber in Canada. This somewhat narrowed the competition. Down to the close of the year there has been paid in on account of bonus of this sale, \$122,141.67. Since these townships have been opened for sale and lease the miners and prospectors have been enabled to procure their titles and very good feeling seems to prevail between the miners and the timber licensees.

### FIRE RANGING.

As is generally known, the fire ranging staff is composed of a number of expert and energetic woodsmen selected by the timber limit owners from among their lumbering staff, and in order to clothe them with power under the 14th section of the Fire Act, they are appointed Bush and Fire Rangers by the Commissioner of Crown Lands. The men are familiar with the territory they have to guard and being under the eye of the licensees they are careful and active in the discharge of their duties. They are placed on duty on the 1st May and taken off on the 30th September, unless some special circumstances require their retention for a longer period. Their duties consists of travelling about the territory under their charge warning settlers, hunters, prospectors, miners and others to be careful in the use of fire, to extinguish fires when found, or to call in assistance in doing so, should that be necessary, to bring to justice those who disregard or violate the provisions of the law, and generally to do everything to preserve the forests from destruction by fire. They are expected to keep very close watch over every part of the territory under their charge and to report from time to time everything of interest to their employers and to the Department as it occurs. They are paid such rates as they may be engaged at, not however, exceeding \$2 per day, and they are allowed such expenses as they properly incur in the interest of their work. One half of the total cost of this service is borne by the Govern-

ment and the other half by the limit holders. During the past summer sixty-nine timber limit owners made application to have rangers placed on their territory and 179 rangers were put on duty. In addition, as foreshadowed in my last report, rangers were placed on certain territory wholly the property of the Crown, in the immense body of pine lying north and east of Lake Wahnapiatae extending over to the Ottawa river and north of Lake Temiscamingue, and also on the head waters of the Mississaga river and in the Rainy River District. All these localities are now the haunts of the prospector, and require very close surveillance. Twelve rangers were thus employed and of course their entire cost was borne by the Government. Fortunately the summer was more than ordinarily wet and consequently although there was an immense number of men in the woods prospecting for gold, no serious fires occurred and no pine timber destroyed. The service has had an admirable effect in inculcating a spirit of care on the part of those requiring to use fire in the bush during the summer months, and where formerly nobody seemed to care or bother about a fire after they had cooked or warmed themselves with it, and left it to go out or spread as the case might be, now everybody recognizes that it is their duty to be careful of fire while it is in use and to extinguish it when they no longer require it. This is a valuable revolution which has been brought about by the fire ranging service.

During the year just closed a Royal Commission composed of experienced lumbermen, the Clerk of Forestry, the Superintendent of Forest Rangers for the Province, and the Chief Clerk of the Sales Branch of the Department, has been investigating the better preservation of the forest wealth of the Province, and it will, no doubt, give the question of fire prevention their close attention and make valuable suggestions upon the matter.

### FISHERIES.

The fishery service has been transferred to the Department of the Attorney-General, where it is now administered. Particulars, therefore, do not appear in this report.

### PUBLIC PARKS.

Public parks have also been attached to the Department of the Attorney-General and the expenditure in connection with them does not, therefore, appear in this report.

### FREE GRANTS.

There are 161 townships open for location under The Free Grants and Homesteads Act. During the year 683 locations were made on 91,910 acres of land, and 49 locatees purchased 2,197 acres; 268 patents were issued to locatees. See Appendix No. 9, page 24.



## CROWN LANDS.

The following surveys of townships have been carried out this year :—

In the District of Nipissing the townships of Casimir, Haddo, Cherriman, Jennings, Hendrie, Burwash and Loudon have been sub-divided into lots of 320 acres each. In the District of Rainy River the townships of Sanford, Zealand and Aubrey, near Wabigoon on the line of the Canadian Pacific Railway, have been sub-divided into lots of 320 acres each. The joint survey of the western boundary of the Province, from the north-west angle of the Lake of the Woods, to the English river, has been completed, Mr. Elihu Stewart, O.L.S., acting for the Dominion Government, and B. J. Saunders, O.L.S., acting for the Ontario Government. In the District of Rainy River several meridian lines have been run north and south of the Canadian Pacific Railway, and a base line from the boundary line between the Districts of Thunder Bay and Rainy River from the 120th mile westerly, a distance of ninety miles, connecting with the surveys in the neighborhood of Dryden. These meridian and base lines, for the most part, pass through valuable mining territory.

In addition, the town plot of Dryden has been surveyed, rendered necessary by the demand for land in that section, and several other minor surveys have been performed during the year. The returns of the above named surveys so far as have been received in the Department, have been examined and closed. The particulars of the surveys will be found in Appendices Nos. 14 to 28, inclusive, pages 32 to 58, inclusive.

## MUNICIPAL SURVEYS.

The Department has during the year, on the petitions of the municipal councils of the townships of Rochester, Whitechurch and Osgoode, and the counties of Wellington and Halton, issued instructions for survey of the road allowance between lots numbers six and seven in the concession east of the river Ruscum, township of Rochester, the road allowance between lots numbers fifteen and sixteen, in the 8th concession of Whitechurch, the road allowance between the 10th and 11th concessions of Osgoode, from lot number twelve northerly to the north boundary of the township, and the boundary line between the townships of Eramosa and Nassagaweya. The particulars relating to these surveys will be found in Appendix No. 12, page 30.

## MINING AND OTHER SURVEYS.

The Mines Act, 1897, requires that applicants to purchase or lease mining lands in unsurveyed territory shall file surveyor's plans, field notes and descriptions by metes and bounds of their locations in this Department before any sale or lease is carried out.



Under Orders in Council of date 23rd January, 1892, 3rd December, 1892, and 22nd September, 1893, applicants to purchase islands or locations in the Districts of Thunder Bay or Rainy River for agricultural purposes, in unsurveyed territory, are required to file surveyor's plans, field notes and descriptions by metes and bounds, together with the necessary affidavits of their locations, which are required to be of the form and size, wherever practicable, prescribed by The Mines Act, 1897. Under these regulations a number of applicants in the Districts of Algoma, Thunder Bay and Rainy River have filed plans, etc., and an area of 27,493 acres has been sold and patented to them, for which \$57,543 has been received; and an area of 70,068, acres has been leased at \$1 per acre for the first year's rental.

### COLONIZATION ROADS.

The work done during the year was as follows: Miles of new colonization road constructed,  $106\frac{1}{2}$ ; miles of road repaired,  $668\frac{1}{2}$ ; twenty-four bridges of various dimensions, aggregating a total length of 3,082 feet, constructed. Of mining roads  $51\frac{3}{4}$  miles were opened and three miles improved, besides the erection of two large dams, details of which will be found in the report of the Superintendent of Colonization Roads. The work done was carefully inspected and reported to be of a substantial and satisfactory character.

Respectfully submitted,

J. M. GIBSON,  
Commissioner.

DEPARTMENT OF CROWN LANDS,  
Toronto, 31st December, 1897.



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# APPENDICES.

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# APPENDIX NO. 1.

Return of Officers and Clerks, in the Department of Crown Lands, for the year 1897.

Branch.	Name.	Designation.	When appointed.	Salary per annum.	Remarks.
	Hon. J. M. Gibson.	Commissioner	1896, July 21st.	4,000 00	
	Audrey White.	Assistant Commissioner	1882, January 1st.	2,800 00	
	George Kennedy.	Law Clerk	1872, February 1st.	2,000 00	
	E. S. Williamson	Shorthand Writer.	1889, May 1st.	1,000 00	
	A. Kirkwood	Chief Clerk	1854, March 21st.	1,900 00	
	J. J. Murphy	Clerk in charge of Free Grants	1872, May 1st.	1,450 00	
	Julian Sale.	Clerk	1871, August 5th.	950 00	
	J. J. Kelly.	"	1888, March 19th.	900 00	
	W. A. H. Findlay	"	1897, May 8th.	600 00	
Sales and Free Grants	G. B. Kirkpatrick	Director of Surveys.	1866, January 30th.	2,000 00	
	W. Revell	Clerk	1871, October, 2nd.	1,300 00	
	W. F. Lewis.	"	1872, February 5th.	1,000 00	
	C. S. Jones.	Chief Clerk of Patents	1890, May 22nd.	1,550 00	
	Pedro Alma	Clerk	1871, August 1st.	1,250 00	
	Henry Smith.	Superintendent, Colonization Roads.	1881, January 1st.	1,900 00	
	C. Cushman.	Clerk	1872, September 1st.	1,200 00	
	J. H. Bradshaw	"	1884, June 1st.	850 00	Resigned 31st October, 1897.
Surveys, Patents and Roads	J. A. G. Crozier	Chief Clerk	1867, December 1st.	1,750 00	
	Theo. C. Taylor	Clerk	1888, August 1st.	1,450 00	
	H. R. Hardy	"	1883, November 1st.	1,100 00	
	Kenneth Miller	"	1891, November 1st.	1,000 00	
	Alex. McLaren.	"	1890, May 22nd.	850 00	
	John Durkin.	"	1893, November 15th.	1,100 00	
	Henry Cartwright.	"	1893, October 1st.	800 00	Resigned 31st December, 1897.
Woods and Forests					



# APPENDIX NO. 1.—*Concluded.*

RETURN of Officers and Clerks, in the Department of Crown Lands, for the year 1897.

Branch.	Name.	Designation.	When appointed.	Salary per annum.	Remarks.
				\$ c.	
Accounts	D. G. Ross	Accountant	1861, April 15th	1,800 00	Half time.
	E. Leigh	Clerk	1873, December 20th	1,200 00	
	M. J. Ferris	"	1892, April 1st	1,950 00	
	C. P. Huggins	"	1863, July 1st	1,100 00	
	A. Robillard	"	1896, April 9th	350 00	
Forestry	F. Yeigh	Registrar	1886, March 1st	1,500 00	
	Thomas Southworth	Inspector	1895, April 17th	1,500 00	
Bureau of Mines	A. Elue	Director of Mines	1891, May 8th	2,500 00	
	T. W. Gibson	Secretary of Mines and Provincial Parks	1891, June 19th	1,450 00	
	M. Bengough	Stenographer	1896, October 23rd	400 00	

D. G. ROSS,  
Accountant.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1897.

# APPENDIX No. 2.

## List of Crown Land Agents for 1897.

Name.	District or County.	Date of appointment.	Salary per annum.		Remarks.
			\$	c.	
Annis, A. Ellsworth.	Part of District of Rainy River.	1895, November 28th.	200	00	Agent for Sale of Lands.
Armstrong, John.	Lake Temiscamingue, District of Nipissing.	1893, October 27th.	500	00	"
Best, S. G.	Part of Parry Sound District.	1876, March 23rd.	500	00	Without salary.
Bishop, H. E.	" Muskokaville.	1896, March 23rd.	800	00	Mining Agent (acting).
Charlesworth, L. C.	District of Rainy River.	1897, August 13th.	400	00	
Chapman, E. A.	Part of District of Rainy River.	1896, September 23rd.	200	00	
Caombell, Wm.	Nipissing District.	1887, August 12th.	500	00	Agent for Sale of Lands.
Cockburn, J. D.	Part of County of Peterborough.	1884, May 21st.	250	00	
Eastland, T. G.	" Nipissing District.	1896, July 10th.	500	00	
Gilligan, B. J.	St. Joseph Island.	1884, March 26th.	200	00	
Hamilton, George.	Part of Parry Sound District.	1890, September 20th.	500	00	
Handy, E.	" Victoria.	1879, January 3rd.	350	00	
Hartle, Wm.	Town plot of Alberton.	1895, November 28th.	300	00	Agent for Sale of Lands.
Hollands, C. J.	Part of District of Muskoka.	1892, October 12th.	500	00	
Kirk, W.	" Parry Sound District.	1892, July 28th.	500	00	
Mackay, T.	" Frontenac.	1881, December 5th.	250	00	
Macpherson, R.	" Rainy River District.	1871, July 18th.	200	00	Agent for Sale of Lands.
Marsh, R. J. T.	" Algoma District.	1891, May 8th.	200	00	Resigned July 1st, 1897.
McDonald, D. J.	" "	1888, December 3rd.	500	00	Agent for Sale of Lands.
Nichols, W. J.	" Town plot of Kilarney.	1885, August 27th.	200	00	"
Paton, W. H.	" Nipissing District.	1896, March 2nd.	Commission.		
Reeves, J.	" Thunder Bay District.	1872, February 12th.	300	00	
Ruttan, J. F.	" Algoma District.	1889, May 16th.	250	00	
Ryan, T. J.	" Parry Sound District.	1888, June 15th.	400	00	Agent for Sale of Lands.
Scarlett, J. S.	" Rainy River District.	1880, June 17th.	500	00	
Stephenson, Wm.	Hastings and Peterborough.	1896, June 6th.	200	00	
Stewart, C. R.	Renfrew.	1882, May 1st.	500	00	
Stewart, James.	District of Rainy River.	1891, September 26th.	300	00	
Stewart, E.	Hastings.	1897, May 28th.	2,000	00	Mining Agent resigned, August, 1897.
Tait, J. R.	Algoma District.	1869, May 28th.	500	00	
Turner, Wm.	Renfrew.	1892, October 5th.	200	00	
Whelan, J.	" Frontenac and Addington.	1884, September 19th.	300	00	
Wood, Amos W.		1892, December 1st.	100	00	

D. GEO. ROSS,

Accountant.

DEPARTMENT CROWN LANDS.

TORONTO, 31st DECEMBER, 1897.

AUBREY WHITE,

Assistant Commissioner.

## APPENDIX No. 3.

STATEMENT of Lands Sold and Leased, Amount of Sale<sup>r</sup>, and Amount of Collections  
on Sales and Leases for the year 1897.

Service.	Acres sold and leased.	Amount of sales and leases.	Amount collected on sales and leases.
		\$ c.	\$ c.
Crown Lands.....	60,147½	84,409 66	93,045 93
Clergy Lands.....	676	670 60	3,165 21
Common School Lands.....	1½	5 00	10,751 55
Grammar School Lands.....	329	388 15	2,414 12
Railway Lands.....	96½	193 00	176 58
Rent .....	86,014		168,356 54
University Lands .....	5,913	2,957 50	895 04
	153,177½	88,618 91	278,804 97

AUBREY WHITE,  
Assistant Commissioner.

D. GEO. ROSS,  
Accountant.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1897.

## APPENDIX NO. 4.

STATEMENT of the Revenue of the Department of Crown Lands for the year 1897.

Service.	c.	\$ c.
<i>Land Collections :</i>		
Crown Lands .....	93,045 93	
Clergy Lands .....	3,165 21	
Common School Lands.....	10,751 55	
Grammar School Lands .....	2,414 12	
Railway Lands .....	176 58	
University Lands .....	895 04	
Mining Leases.....	2,942 15	
Rent .....	168,356 54	
		281,747 12
<i>Woods and Forests :</i>		
Timber dues.....	1,082,054 56	
Ground dues .....	54,166 62	
Bonus .....	190,918 90	
		1,327,140 08
Casual fees ..	322 48	
Cullers' fees .....	28 00	
		350 48
<i>Expenditure Refunds :</i>		
Bureau of Mines.....	31 22	
Inspections .....	17 00	
		48 22
		1,609,285 90

D. GEO. ROSS,  
Accountant.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1897.



## APPENDIX NO. 5.

STATEMENT of the Receipts of the Department of Crown Lands for the year 1897,  
which are considered as special funds.

Service.	\$	c.	\$	c.
<i>Clergy Lands :</i>				
Principal .....	1,723	22		
Interest .....	1,441	99		
			3,165	21
<i>Common School Lands :</i>				
Principal .....	3,676	33		
Interest .....	7,075	22		
			10,751	55
<i>Grammar School Lands :</i>				
Principal .....	1,315	86		
Interest .....	1,098	26		
			2,414	12
<i>Railway Lands :</i>				
Principal .....	159	65		
Interest .....	16	93		
			176	58
<i>University Lands :</i>				
Principal .....	892	14		
Interest .....	2	90		
			895	04
			17,402	50

AUBREY WHITE,  
Assistant Commissioner.

D. GEO. ROSS,  
Accountant.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1897.

## APPENDIX No. 6.

STATEMENT of the Disbursements of the Department of Crown Lands for the year 1897.

Name.	\$ c.	\$ c.	\$ c.
AGENTS' SALARIES.			
<i>Land.</i>			
Annis, A. E. ....	112 60		
Armstrong, Jno. ....	500 00		
Best, S. G. ....	500 00		
Cockburn, J. D. ....	500 00		
Chapman, E. A. ....	400 00		
Eastman, T. G. ....	312 50		
Gilligan, B. J. ....	500 00		
Hamilton, Geo. ....	200 00		
Handy, E. ....	500 00		
Hartle, Wm. ....	350 00		
Hollands, C. J. ....	300 00		
Kirk, Wm. ....	500 00		
McKay, Theresa ....	500 00		
Macpherson, R. ....	250 00		
Marsh R. J. ....	100 00		
Macdonald, D. G. ....	500 00		
Nichols, W. L. ....	200 00		
Reeves, James. ....	300 00		
Ruttan, J. F. ....	248 00		
Ryan, T. J. ....	400 00		
Scarlett, J. S. ....	500 00		
Stewart, C. R. ....	500 00		
Stewart, James ....	300 00		
Stephenson, Wm. ....	200 00		
Tait, J. R. ....	500 00		
Turner, Wm. ....	200 00		
Whelan, Jno. ....	300 00		
Wood, A. W. ....	100 00		
		9,773 10	
<i>Timber.</i>			
Campbell, P. C. ....	1,600 00		
Garrow, E. ....	1,400 00		
Halliday, F. ....	1,600 00		
Landry, J. P. ....	100 00		
Margach, Wm. ....	1,600 00		
Munro, Hugh ....	1,200 00		
McWilliams, J. B. ....	2,500 00		
		10,000 00	
AGENTS' DISBURSEMENTS.			
<i>Land.</i>			
Annis, A. E. ....	50 07		
Armstrong, Jno. ....	34 55		
Best, S. G. ....	45 00		
Cockburn, J. D. ....	12 94		
Gilligan, B. J. ....	12 15		
Hamilton, Geo. ....	1 59		
Handy, E. ....	13 61		
Hartle, Wm. ....	6 34		
Hollands, C. J. ....	28 95		
Kirk, Wm. ....	16 09		
McKay, Theresa ....	11 81		
Carried forward .....	233 10	19,773 10	

APPENDIX No. 6.—*Continued.*

STATEMENT of the Disbursements of the Department of Crown Lands for the year 1897.

Name.	\$ c.	\$ c.	\$ c.
<i>Brought forward.</i> .....	233 10	19,773 10	.....
Marsh, R. J. ....	3 15		
Nichols, W. L. ....	27 50		
Ruttan, J. F. ....	8 02		
Ryan, T. J. ....	29 05		
Stewart, C. R. ....	10 43		
Stewart, James ....	7 00		
Stephenson, Wm. ....	15 07		
Tait, J. R. ....	10 34		
Whelan, Jno. ....	3 04		
Wood, A. W. ....	5 39		
		352 09	
<i>Timber.</i>			
Campbell, P. C. ....	493 26		
Garrow, E. ....	85 54		
Halliday, F. ....	200 34		
Margach, Wm. ....	1,199 26		
McWilliams, J. B. ....	989 68		
		2,968 08	
<i>Miscellaneous.</i>			
Ames, D., guarding islands in Loboro' Lake ....	20 00		
Bowles, T., Inspector ....	8 00		
Cameron, Wm, do ....	5 00		
Davis, S., caretaking Leonard Islands ....	20 00		
Jones, C. S., travelling expenses ....	75 00		
Taylor, T. C., do ....	25 00		
White, A., do / ....	29 25		
Willmott, J. H., inspection ....	5 00		
Wilson, Jas, do ....	6 00		
Ytigh, F., travelling expenses. ....	49 90		
		243 15	
<i>Alien Labor Service.</i>			23,336 42
White, Jonathan, disbursements .....			300 00
<b>CROWN TIMBER OFFICE, OTTAWA.</b>			
Darby, E. J., acting agent. ....	1,200 00		
Larose, S. C., clerk ....	900 00		
Rainboth, E. J., surveyor ....	200 00		
		2 300 00	
Disbursements.....		654 99	
			2,954 99
<b>CROWN TIMBER OFFICE, QUEBEC.</b>			
Nicholson, B., agent. ....	1,400 00		
Harney, Thos., caretaker and messenger ....	50 00		
		1,450 00	
Rent .....	125 00		
Disbursements .....	320 16		
		445 16	
			1,895 16
<i>Carried forward</i> .....			28,486 57

APPENDIX No. 6.—*Continued.*

STATEMENT of the Disbursements of the Department of Crown Lands for the year 1897.

Name.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....					28,486	57
<b>CULLERS' EXAMINATIONS.</b>						
Mather, D. L., surveyor .....			8	00		
Munro, Hugh, expenses .....			13	05		
					21	05
<b>WOOD RANGING AND INSPECTION OF TIMBER LANDS.</b>						
Bale, Geo. S. ....			102	00		
Bartlett, G. W. ....			15	00		
Burns, Chas. ....			26	00		
Bremner, J. L. ....			1,213	80		
Belding, A. W. ....			1,107	83		
Brady, John. ....			1,046	00		
Brown, John. ....			163	33		
Boyd, J. F. ....			203	50		
Christie, W. P. ....			898	70		
Carrick, J. S. ....			194	12		
Cochrane, Geo. ....			293	10		
Ferguson, Geo. A. ....			108	00		
Fraser, Duncan. ....			876	15		
Gardner, John. ....			447	00		
Halliday, James. ....			1,065	00		
Hurd, Edward. ....			166	93		
Henderson, Chas. ....			569	31		
Johnson, S. M. ....			1,658	77		
Kearney, Michael. ....			120	03		
Kennedy, John C. ....			1,312	88		
Lewis, Clifford. ....			108	00		
McKay, Herbert. ....			52	00		
McCogherty, P. ....			1,348	63		
McDougall, D. ....			265	49		
McGown, Wm. ....			1,120	00		
Macdonald, D. F. ....			1,351	03		
Mooney, Thos. ....			278	00		
Malone, W. P. ....			830	00		
Moore, D. H. ....			1,561	85		
Margach, Wm. ....			200	00		
Mooney, Wm. ....			150	00		
Maughan, Joseph. ....			222	25		
Newburn, Wm. ....			19	00		
O'Connor, P. ....			273	45		
Pearson, J. J. ....			76	50		
Pardee, J. B. ....			912	50		
Pearson, John P. ....			140	00		
Purvis, John. ....			150	76		
Quinn, Wm. ....			404	00		
Robinson, Wm. ....			1,227	78		
Regan, John. ....			1,554	24		
Russell, Wm. ....			1,688	67		
Smith, J. W. ....			1,369	70		
Sullivan, John. ....			1,422	93		
Sinclair, Finlay. ....			1,149	73		
Shields, F. A. ....			20	00		
Swanston, James. ....			183	07		
Tait, Thos. ....			25	00		
Wigg, Thomas G. ....			1,363	58		
White, J. B. ....			975	00		
					32,030	61
<i>Carried forward</i> .....					60,538	23



## APPENDIX No. 6.—Continued.

STATEMENT of the Disbursements of the Department of Crown Lands for the year 1897.

Name.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....					60,588	23
<b>FIRE RANGING.</b>						
Argue, Wm. f.....			121	00		
Ardill, A.....			72	00		
Armstrong, Ed. ....			108	00		
Aikens, G. M. ....			118	00		
Airhart, Asel.....			43	50		
Aylward, J. ....			87	00		
Bowland, Wm. ....	133	00				
Disbursements .....	8	25				
			141	25		
Bowland, A. G.....			118	00		
Bowland, John J.....			129	00		
Bertram, M.....			27	75		
Brown, S. J., 1896	65	00				
Disbursements .....	13	01				
			78	01		
Berlinquette, Jules .....			101	00		
Blaine, Harvie T. ....			100	00		
Bellow, Louis .....	132	00				
Disbursements .....	8	25				
			140	25		
Bell, J. C.....			107	00		
Baskerville, James .....			157	00		
Brannan, Sam'l .....	119	00				
Disbursements .....	3	75				
			122	75		
Bromley, Thos. ....	97	00				
Disbursements .....	20	63				
			117	63		
Brewer, Chs. ....			100	00		
Brown, Hugh R.....			134	00		
Brady, Wm.....			61	00		
Bartlett, Geo. W. ....			124	00		
Corley, S. ....			67	00		
Cameron, John .....			20	00		
Cassidy, James .....			13	00		
Carlton, Jas. ....			100	00		
Carlin, T. ....	157	00				
Disbursements .....	5	00				
			162	00		
Carmichael, R. ....			102	00		
Carswell, David.....			118	00		
Caddel, Wm.....			93	00		
Cunningham, Thos. ....			144	00		
Callahan, Nicholas .....			139	00		
Campbell, James .....	122	00				
1897	111	00				
			233	00		
Campbell, J. M. ....			146	00		
Campbell, C. H. ....			105	00		
Campbell, Wm.....	158	75				
Disbursements .....	41	00				
			199	75		
Cardiff, G. M. ....	16	00				
Disbursements .....	4	05				
1897	124	00				
			144	05		
<i>Carried forward</i> .....			4,093	94	60,538	23

APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1897.

Name.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....			4,093	94	60,538	23
<i>FIRE RANGING. — Continued.</i>						
Crombie, John.....	1895	131	00			
Disbursements.....		110	75			
	1897	118	00			
Christie, Peter, R.....	1896	152	00	359	75	
		146	00			
Christie, W. P. ....	1896	30	65	298	00	
	1897	507	60			
Co'e, John.....	1895	23	00	538	25	
Disbursements.....		144	00			
		15	00			
Cole, Geo. ....			182	00		
Dokis, Wm. ....	1896		146	00		
Drumm, Pat'k....			58	00		
Duford, Louis.....			130	00		
Dufond, Ignace.....			142	00		
Dupont, A. B. ....			118	00		
Driver, Joseph.....			99	00		
Dwyer, James.....			74	00		
Dilworth, William.....			131	00		
Dunlop, John.....			101	00		
Dawkins, John.....			142	00		
Dumouchel, H. G.....			105	00		
Dickson Company.....	1893		113	00		
Eagle, Sidney.....			106	00		
Edey, A. B. ....			57	94		
Frazer, Wm. A. ....			98	13		
Frazer, Alex. ....			118	00		
Disbursements.....		148	00	90	00	
		4	07			
Frazer, John.....			152	07		
French, John.....			148	00		
Finlayson, J. H.....			129	00		
Fitzheury, John.....			149	00		
Foisey, M. ....			100	00		
Guthrie, John.....			27	00		
Gilmour and Company.....			78	00		
Godin, Peter.....	1896	132	00	21	32	
Disbursements.....		99	65			
	1897	132	00			
Disbursements.....		65	85			
Gongeon, A. ....	1896		429	50		
Gardner, John.....	1896		131	00		
Groff, Anthony.....			164	20		
Grawberger, Tho <sup>s</sup> .....			47	00		
Grozelle, A. D.....			131	00		
Gunther, H. M.....			119	00		
Hawlev, D. J.....			126	00		
Hale, John B.....			90	00		
Henderson, C.....			98	00		
Disbursements.....		233	70			
		32	50			
			316	20		
<i>Carried forward</i> .....			9,615	30	60,538	23

APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1897

Name.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....			9,615	30	60,538	23
<b>FIRE RANGING.—Continued.</b>						
Humphreys, Thos. W. ....			113	00		
Hayes, Martin.....1896	55	20				
	94	00				
Haskin, Wm.....			149	0		
Hawkesbury Lumber Co.....1896			131	09		
Hus'on, Joseph.....			70	21		
Haley, Cornelius.....	146	00	120	00		
Disbursements.....	6	00				
Higgins, John.....			152	00		
Heron, John.....			69	56		
Irwin, Wm. & Co. ....1895			48	00		
Disbursements.....			96	00		
Johnson, R. W. ....	144	00				
Disbursements.....	40	50				
Jordan, John.....			184	50		
Jackson, Geo.....1896	140	63	91	05		
	79	00				
James, Phillip.....			219	63		
Kennedy, John C.....1896	100	00	105	05		
	186	00				
Kennedy, Robt.....			286	00		
Keown, Louis.....			88	00		
Kissick, Robt.....			106	00		
Kerr, James.....			100	00		
Koch, John.....1896	154	00	19	35		
	114	00				
King, Alfred.....			268	00		
Kerby, John.....			50	44		
Lebrash, Jas. P.....			31	00		
Lebrash, J. O. ....1895			107	00		
Disbursements.....			155	10		
LaSalle, H. N. ....1895						
Disbursements.....	97	25				
1896	111	06				
	33	00				
Lafour, Alfred.....			241	31		
Lowry, James.....			131	00		
Langevin, Joseph.....			50	00		
Logan, Hugh.....			105	00		
Lyle, Jas. ....			129	00		
Lalonde, Jos.....			105	00		
Lemyre, Meddy.....	91	00	131	00		
Disbursements.....	13	50				
Loyst, Andrew.....			104	50		
Long, H. E.....			112	00		
Lynch, Jas.....			105	00		
Morrison, Angus.....	100	00	104	00		
Disbursements.....	61	50				
			161	50		
<i>Carried forward</i> .....			13,837	60	60,538	23

## APPENDIX No. 6.—Continued.

Statement of the Disbursements of the Department of Crown Lands for the year 1897.

Name.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....		13,857 60	60,538 23
<i>FIRE RANGING.—Continued.</i>			
Margach, J. A. . . . .	92 50		
Disbursements.....	82 55		
Macdonald, John D. . . . .		175 05	
Macdonald, D. F. . . . .		296 00	
Moore, David.....1895	75 00	100 00	
Disbursements.....	61 50		
Mannerling, Rich'd.....		136 50	
Marshall, Wm.....1896		118 00	
Marshall, Thos.....1896		117 00	
Mascott, R. . . . .		82 00	
Maxwell, John . . . . .		94 00	
Maher, P. . . . .		59 25	
May, Wm.....		92 00	
Moore, Geo. . . . .		129 00	
McMaster, Wm.....1895		65 50	
Disbursements.....	20 58		
	113 00		
McBrien, Rich'd.....		133 58	
McNaughton, D. A. . . . .		115 00	
McConkey, Robt.....1896		77 00	
McElroy, Robt. . . . .		7 50	
McKay W. G. . . . .		104 00	
Disbursements.....		374 82	
McNabb, R. J. . . . .			
Disbursements.....		277 30	
McComb, James.....		131 00	
McIntyre, Wm . . . . .		131 00	
McGuay, Denis . . . . .		131 00	
McDonald, A. J. . . . .		131 00	
McIntosh, D. . . . .		131 00	
McFarlane, John W . . . . .		97 00	
McCreight, John . . . . .	131 00		
Disbursements.....	2 50		
McIntosh, M. . . . .		133 50	
McMillan, J. H. . . . .		25 00	
McDermett, P. . . . .		8 00	
McCrindle, Jas . . . . .		139 00	
McDermett, Ed. . . . .		57 00	
McAdam, Jas . . . . .		123 00	
McAlpine, Jno . . . . .		149 00	
McKay, Angus . . . . .		129 00	
McEvoy, Frank . . . . .		131 00	
McDonell, Alex . . . . .		20 00	
McNeil, Arch . . . . .		131 00	
Nitz, August . . . . .		131 00	
Nevers, Chas. . . . .		131 00	
Nolan, John . . . . .		65 50	
Oram, John . . . . .		131 00	
O'Brien, D. . . . .		135 00	
O'Neil, A. J. . . . .		374 24	
O'Neil, Wm.....1895			
<i>Carried forward</i> .....		19,307 34	60,538 23



## APPENDIX No. 6.—Continued.

STATEMENT of the Disbursements of the Department of Crown Lands for the year 1897.

Name.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....			19,307	34	60,538	23
<i>FIRE RANGING.—Continued.</i>						
Disbursements .....			619	00		
Pickard, John .....			63	00		
Potvin, Jules .....			114	00		
Piche, John .....			123	00		
Pommerelly, Theo .....	1896	74 38				
Disbursements .....		33 75				
Plourde, Chs. ....			108	13		
Phillips, W. J. ....			118	00		
Robinson, Thos. ....			113	00		
Ripley, Thos. L. ....			118	00		
Rawson, Chas. E. ....	1896		43	00		
Regan, Hugh .....		99 00				
		92 00				
			191	00		
Roden Bros., Disbursements .....			41	22		
Ryan, Jno. ....	1896		72	00		
Slade, Wm. ....	1896	105 00				
	1897	105 00				
			210	00		
Smith, Wm. ....	1896	131 00				
	1897	131 00				
			262	00		
Smith, Matthew .....			102	00		
Scantlin, James .....		60 00				
Disbursements .....		7 53				
			67	53		
Scantlin, John A. ....		157 00				
Disbursements .....		8 00				
			165	00		
Stanley, John .....			73	00		
Skuce, Thomas .....	1895	118 00				
Disbursements .....		26 25				
	1897	131 00				
Disbursements .....		1 25				
			276	50		
Sharpe, James A. ....			254	00		
Stewart, James .....			126	00		
Stewart, Frank .....			86	00		
Seeley, L. ....			117	00		
Snell, John .....			25	00		
Sullivan, John .....		130 00				
Disbursements .....		65 95				
			195	95		
Tay'or, James A. ....	1894	105 00				
Disbursements .....		15 50				
		107 00				
			227	50		
Trudeau, Paul .....			108	00		
Thaxter, Robt. ....			132	00		
Vandette, E. ....	1895	126 64				
		65 50				
Disbursements .....		11 00				
			203	14		
<i>Carried forward</i> .....			23,704	31	60,538	23

APPENDIX No. 6.—*Continued.*

STATEMENT of the Disbursements of the Department of Crown Lands for the year 1897.

Name.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....			23,704	31	60,538	23
<i>FIRE RANGING.—Continued.</i>						
Vincent, Joseph.....1896			79	00		
Urquhart, John.....			131	00		
Williams, Geo.....			90	00		
Watson, W. F.....			18	50		
Walsh, Isaac.....	144	00				
Disbursements.....	43	50				
			187	50		
Warren, Joseph.....			52	50		
Wells.....			118	00		
Wright, Wm.....1896			117	00		
Welsh, Ed.....			16	00		
Winters, John.....			18	00		
Walters, Thos.....			81	00		
Yates, Stephen.....			105	00		
Young, Wm.....1896	115	00				
	131	00				
			246	00		
			24,963	81		
Less amount refunded by limit holders.....			436	72	24,527	09
<i>BUREAU OF MINES.</i>						
<i>Contingencies.</i>						
Blue, A., travelling expenses.....	300	00				
Coleman, A. P., do.....	27	05				
Gibson, T. W., do.....	52	35				
Leonard, R. W., do.....	28	30				
			407	70		
Burwash, Ed. M., services and report.....	50	00				
Black, C. H., reporting evidence.....	60	00				
			110	00		
James, O. S., assaying.....			62	00		
Typewriters.....	116	50				
Aueroid barometer.....	25	00				
			141	50		
Printing and binding.....	631	04				
Stationery.....	270	79				
			901	83		
			1,623	03		
<i>Carried forward</i> .....					85,065	32

APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1897.

Name.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....			1,623	03	85,065	32
<b>BUREAU OF MINES.—<i>Continued.</i></b>						
<i>Contingencies.</i>						
Postage.....	190	40				
Telegraphing.....	57	73				
Express and freight.....	67	94				
			316	07		
Extra clerks.....			79	50		
Advertising.....	456	00				
Subscription.....	94	50				
Books.....	75	39				
			625	89		
Sundries.....			59	05		
					2,703	54
<b>FORESTRY.</b>						
<i>Contingencies.</i>						
Southworth, Thos., travelling expenses.....			150	00		
Printing and binding.....	36	91				
Stationery.....	71	58				
Postage, telegraphing and express.....	27	09				
			135	58		
Thompson, P., services.....	236	75				
O'Brien, S. J., do.....	180	00				
Brodie, W. do.....	15	00				
			431	75		
Subscriptions.....	27	87				
Books.....	57	30				
			85	17		
Sundries.....			29	48		
					831	98
REFUNDS.....					25,210	04
COLONIZATION ROADS.....					93,379	10
SURVEYS.....					39,075	02
<i>Carried forward</i> .....					246,265	00

APPENDIX No. 6.—*Continued.*

Statement of the Disbursements of the Department of Crown Lands for the year 1897.

Name.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....					246,265	00
<b>MINING DEVELOPMENT.</b>						
<i>Rat Portage Office.</i>						
Stewart, Elihu, salary, agent (resigned).....	427	40				
Charlesworth, L. C., salary, agent (acting).....	320	00				
Winder, C. R., salary, clerk.....	120	00				
			867	40		
<i>Disbursements.</i>						
Rent .....	180	00				
Typewriter .....	100	00				
Safe .....	110	00				
Furniture .....	105	60				
Stationery .....	117	75				
Sundries .....	165	48				
			778	83		
<i>Mining Schools.</i>						
School of Mines, Kingston .....	7,500	00				
Summer School of Mines .....	1,000	00				
Ontario Mining Institute .....	250	00				
Experimental Treatment of Ores, School of Practical Science, Toronto.....	400	00				
Experimental Treatment of Ores, School of Practical Science, Kingston .....	400	00				
Map and School Supply Co., test tubes .....	2	70				
					9,552	70
<b>MINING EXPLORATIONS AND INSPECTIONS.</b>						
<i>Inspector of Mines, East.</i>						
Bow, J. A., salary.....	457	50				
do disbursements.....	637	00				
			1,094	50		
<i>Inspector of Mines, West.</i>						
Slaght, A., salary.....			750	00		
<i>Michipicoten Mining Division.</i>						
Boyd, D. G. inspector, salary .....	262	00				
do disbursements .....	46	25				
Supplies .....	258	76				
Stationery.....	43	69				
Miron, R., services .....	59	50				
			670	20		
Willmott, A. B., disbursements .....	154	02				
do services .....	140	00				
Saunders, Geo. do .....	48	00				
Quackajigick, A., do .....	42	00				
			384	02		
					2,898	72
<i>Carried forward</i> .....					260,362	65



## APPENDIX No. 6.—Continued.

Statement of the Disbursements of the Department of Crown Lands for the year 1897.

Name.	\$	c.	\$	c.	\$	c.
<i>Brought forward</i> .....					260,362	65
<b>MINING EXPLORATIONS AND INSPECTIONS.—Continued.</b>						
<i>Explorations.</i>						
Miller, W. G., disbursements.....	150	00				
Hodgson, R., services.....	68	00				
Rogers, W. C. do.....	74	00				
Mason, W. do.....	50	00				
			342	00		
Coleman, A. P., salary.....	500	00				
Disbursements.....	611	25				
			1,111	25		
Parks, W. A., services.....			100	00		
Bain, J. W., do.....			10	65		
Cartage.....			50			
					1,564	40
<i>Diamond Drill.</i>						
H. Cossette, salary.....	496	24				
do disbursements.....	84	54				
			580	78		
Roche, W., salary.....	407	34				
do disbursements.....	144	20				
			551	54		
Judge, J., salary.....	418	59				
do disbursements.....	48	00				
			466	59		
Delouix, D., salary.....			106	50		
Gibson, T. W., travelling expenses.....			13	55		
Sullivan Machine Co., supplies.....	110	67				
Carbons.....	596	81				
			707	48		
Freight.....	231	80				
Supplies, etc.....	370	06				
			601	86		
Labor.....			496	51		
			3,524	81		
Refunded.....			864	81		
					2,660	00
Mining Roads.....					32,986	05
<i>Mineral Collection.</i>						
Parks, W. A., services.....			25	00		
Goodwin, W. D., do.....	188	62				
do travelling expenses.....	92	60				
			231	22		
Miller, W. G., services.....			138	62		
Boustead, W. E., do.....			28	00		
Mineral specimens.....			80	00		
Cases, etc., for display of minerals.....			418	53		
			921	37		
<i>Carried forward</i> .....					297,573	10

APPENDIX No. 6.—*Concluded.*

Statement of the Disbursements of the Department of Crown Lands for the year 1897.

Name.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....		921 37	297,573 10
Blow pipes, etc.....	19 45		
Labels.....	12 70		
Freight, etc.....	100 33		
		132 48	
Slides.....		11 00	
			1,064 85
<i>Iron Mining.</i>			
Hamilton Blast furnace.....		4,000 00	
Bain, W. J., travelling expenses.....		6 30	
			4,006 30
PIGEON RIVER SLIDE AND DAM.....			160 87
BISCOTASING FIRE COMMISSION.....			315 83
WHITEFISH RESERVE.....			13,905 00
COLONIZATION HOUSE AND WHARF, TEMISCAMINGUE...			99 20
<i>Contingencies.</i>			
Printing and binding.....	1,416 25		
Stationery.....	2,125 19		
		3,541 44	
Postage, telegraph and express.....	1,755 84		
Cab hire.....	82 50		
Car fare.....	45 00		
		1,883 34	
Subscriptions and advertising.....		1,722 73	
Typewriters.....	244 75		
Mathematical instruments.....	22 05		
		266 80	
Kirkpatrick, G. B., extra services.....		200 00	
Mounting maps.....		55 85	
Extra clerks.....	4,327 70		
Sundries.....	294 13		
		4,821 83	
			12,291 99
			\$329,417 14

AUBREY WHITE,

Assistant Commissioner.

D. GEO. ROSS,

Accountant.

DEPARTMENT OF CROWN LANDS,

TORONTO, 31st December, 1897.

## APPENDIX No. 7.

## WOODS AND FORESTS.

Statement of revenue collected during the year ending 31st December, 1897.

	\$	c.	\$	c.
Amount of Western District collections at Department .....	828,961	60		
“ “ “ Quebec .....	40,585	66		
			869,547	26
Amount of Belleville collections .....	64,589	05		
			64,589	05
Amount of Ottawa collections .....	383,857	77		
“ “ at Quebec .....	9,146	00		
			393,003	77
Total .....			1,827,140	08

AUBREY WHITE,  
Assistant Commissioner.

J. A. G. CROZIER,  
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,  
WOODS AND FOREST BRANCH,  
TORONTO, 31st December, 1897.

## APPENDIX

## WOODS AND

## Statement of timber and amounts accrued from timber dues, ground

Agencies.	Area covered by timber license.	QUANTITY AND					
		Saw Logs.				Boom and	
		Pine.		Other.		Pine.	
		Pieces.	Feet B. M.	Pieces.	Feet B. M.	Pieces.	Feet B. M.
Western Timber District.	7,699	3,211,323	238,902,079	71,740	3,169,072	75,685	14,964,441
Belleville Timber District.	1,429	449,803	55,795,687	46,509	2,277,158	10,466	2,055,981
Ottawa Timber District.	7,272	1,720,385	183,018,682	49,318	3,312,486	59,580	9,064,315
Total.....	16,400	5,381,511	477,716,448	167,567	8,758,716	145,731	26,084,737

## GENERAL STATEMENT OF

Agencies.	Tan Bark.	Railway Ties.	Posts.	Telegraph Poles.	Staves and Shingle Bolts.	Piles and Head Blocks.	
	Cords.	Pieces.	Cord.	Pieces.	Cords.	Pieces.	Feet.
Western Timber District. ....		164,769	47	.....	860	60	64,937
Belleville Timber District. ....		15,986	356	447	228	.....	.....
Ottawa Timber District ..	125	98,200	203	146	378	.....	.....
Total.....	125	278,955	606	593	1,466	60	64,937

J. A. G. OROZIER,  
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS, WOODS AND FORESTS BRANCH,  
TORONTO, 31st December, 1897.



No. 8.

## FORESTS.

rent and bonus during the year ending the 31st of December, 1897.

## DESCRIPTION OF TIMBER.

dimension timber.		Square Timber.				Cedar.	Cordwood.	
Other.		White Pine.		Birch, Ash, Oak, Tamarac.			Hard.	Soft.
Pieces.	Feet B. M.	Pieces.	Cubic feet.	Pieces.	Cubic feet.	Lineal feet.	Cords.	Cords.
508	72,404	31,808	1,623,840	B. 632 A. 82	18,106 2,314	1,830	619	2,926
2,237	406,013	3	122	O. 42 A. 20 B. 213	405 532 5,763	32,089	90	280
2,029	228,443	6,858	353,438	A. 48 T. 28	1,054 635	211,225	795	408
4,774	706,860	38,609	1,977,400	B. 845 A. 150 O. 42 T. 28	23,869 3,900 405 635	245,144	1,504	3,614

## TIMBER, Etc.—Continued.

West India Staves.	Pulp wood.	Traverses.	Interest.	Trespase.	Amounts accrued.			
					Timber dues.	Bonus.	Ground Rent.	Total.
Feet.	Cords.	Pieces.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
7,700	46,009	.....	7,162 37	1,261 20	316,192 08	229,272 14	29,026 44	582,914 23
.....	.....	.....	1,634 99	146 39	69,461 33	.....	4,770 00	76,012 71
.....	379	926	6,977 95	2,876 15	208,085 15	.....	19,932 00	237,871 25
7,700	46,388	926	15,775 31	4,283 74	593,738 56	229,272 14	53,728 44	896,798 19

AUBREY WHITE,  
Assistant Commissioner.

## APPENDIX No. 9.

RETURN of the number of locatees and of areas located ; of purchasers and of areas sold ; of lots resumed for non-performance of the settlement duties ; and of patents issued under the "Free Grants and Homesteads Act," during the year 1897.

Township.	District or county.	Agent.	No. of persons located.	No. of acres located.	No. of purchasers.	No. of acres sold.	No. of lots resumed.	No. of patents issued.
Baxter .....	Muskoka	William Kirk, Bracebridge.	2	300	1	100	3	1
Brunel .....			2	197	1	46	3	1
Chaffey .....							2	3
Diaper .....			4	585	1	31	10	3
Franklin .....			2	400	1	5		1
Macaulay .....								1
McDora .....			6	669			2	1
Monck .....			2	340			4	1
Morrison .....			4	550			4	2
Muskoka .....			5	709			4	2
McLean .....			1	98			4	1
Oakley .....			5	702			5	1
Ridout .....			3	390				
Ryde .....								
Sinclair .....								
Sherborne .....								
Stephenson .....			2	299	1	5	4	2
St.-bed .....			4	414			5	3
Watt .....			7	1,189			4	
Wood .....								
Cardwell .....	Parry Sound	T. MacKay, Parry Sound	4	469			4	
Carling .....			7	812			4	
Christie .....			10	1,697	1	7	11	
Ferguson .....			2	398			9	1
Foley .....			4	553			6	2
Hagerman .....							1	1
Humphrey .....			3	483			5	1
Monteith .....			3	385			4	2
McConkey .....								
McDougall .....			3	552			5	4
McKenzie .....			1	98			2	2
McKellar .....			2	300			3	2
Shawanaga .....			1	97			2	1
Wilson .....				186			2	



APPENDIX No. 9.—*Concluded.*

Township.	District or county.	Agent.	No. of persons located.	No. of acres located.	No. of purchasers.	No. of acres sold.	No. of lots resumed.	No. of patents issued.	
Herschel.....	{ Hastings..... }	J. R. Tait, L'Amable.....	13	2,111	.....	.....	4	5	
Limerick.....			6	824	1	54	6	1	
Mayo.....			3	298	1	100	7	5	
Monteagle.....			10	1,150	.....	.....	7	5	
Wollaston.....			3	398	.....	.....	5	1	
Abinger.....	{ Addington..... }	{ A. W. Wood, Plevna..... }	9	985	1	11	1	.....	
Denbigh.....			7	995	2	4	3	1	
Canonto, South.....			1	80	.....	.....	.....	.....	
do do.....			3	263	.....	.....	3	1	
Clarendon.....			1	200	.....	.....	1	1	
Miller.....	{ do do..... }	James Reeves, Eganville.....	1	204	.....	.....	.....	2	
Palmerston.....			.....	.....	.....	.....	.....	.....	
Algona, North.....			1	140	.....	.....	.....	4	
do do.....			2	200	.....	.....	.....	4	
Brougham.....			4	466	.....	.....	.....	.....	
Grattan.....	{ Renfrew..... }	James Reeves, Eganville.....	3	279	3	29	.....	2	
Hagarty.....			6	700	.....	.....	2	7	
Richards.....			.....	.....	.....	.....	.....	1	
Wilberforce.....			1	100	.....	.....	.....	3	
Brudenell.....			1	151	.....	.....	1	3	
Griffith.....	{ Renfrew..... }	John Whelan, Brudenell.....	.....	.....	.....	.....	.....	.....	
Lyndoch.....			2	395	.....	.....	.....	1	
Metawachan.....			5	600	.....	.....	.....	3	
Radcliffe.....			1	104	.....	.....	1	1	
Raglan.....			7	909	1	11	1	2	
Sebastopol.....	{ do do..... }	James Stewart, Pembroke ..	6	665	.....	.....	1	7	
Sherwood.....			5	692	.....	.....	6	.....	
Alice.....			3	219	.....	.....	.....	5	
Buchanan.....			1	100	.....	.....	.....	2	
Fraser.....			1	214	2	117	1	1	
Head.....	{ Renfrew..... }		1	104	.....	.....	.....	2	
Maria.....			.....	.....	.....	.....	.....	1	
McKay.....			.....	.....	.....	.....	.....	.....	
Petewawa.....			5	627	.....	.....	.....	.....	
Rolph.....			1	107	.....	.....	4	3	



Wylie.....			1	100	1	100	1	
Cameron .....			1	93				
Bonfield .....								
Calvin .....			10	960				9
Ferris .....			10	998				8
Mattawan .....			19	1,988				10
Papineau .....			8	389				1
			19	2,201				11
Korah .....			3	480				1
Parke .....								
Prince .....			10	1,596				4
Plummer .....								
St. Joseph's Island .....			12	1,225				15
Crooks .....								
Dorton .....								
Dawson Road .....								
Oliver .....			7	1,120				2
Papouge .....			2	276				2
Atwood .....			4	380				2
Blue .....								
Curran .....			1	80				2
Ilke .....			1	160				
Morley .....			10	1,441				1
Nelles .....								
Patullo .....			1	160				1
Roseberry .....								
Shenston .....			12	1,942				1
Tait .....			5	800				1
Worthington .....			1	130				10
Aylsworth .....			6	796				
Barwick .....			2	230				167
Carpenter .....			31	4,755				1
Crozier .....			8	1,200				110
Devlin .....			17	2,440				136
Dobie .....			28	4,465				120
Lash .....			24	3,663				16
Roddick .....			4	449				4
Woodyatt .....			5	701				180
McIrvine .....								1
Totals .....			682	91,910	49	2,197	432	268

JOSEPH J. MURPHY,  
Clerk in Charge.

DEPARTMENT OF CROWN LANDS,  
TORONTO, December 31st, 1897.

AUBREY WHITE,  
Assistant Commissioner.

# APPENDIX No. 10.

## FISHERY OVERSEERS.

### Under the Ontario Fisheries Act.

Name.	District.	Post Office Address.	Salary.
John H. Willmott.....	Muskoka District	Beaumaris .....	\$ c. 50 00
Francis James Moore.....	Peterborough, Victoria and Haliburton	Lakefield .....	75 00
Norman Clark.....	Lanark, and parts of Frontenac and Addington	Mississippi Station .....	50 00
John T. Little.....	Part of Algoma District	Iron Bridge .....	50 00
Samuel R. McKewen.....	Manitoulin Island	Tenkumnan .....	50 00
Robert R. Smith.....	Part of Renfrew County	Eganville .....	50 00
William McKirdy.....	River and Lake Nepigon and tributaries.	Nepigon .....	100 00
John Emmons.....	Rainy River District	Rat Portage .....	50 00
John A. Johnson.....	Parts of Parry Sound and Muskoka	Parry Sound .....	200 00
Justus B. Smith.....	Charleston Lake	Charleston .....	50 00
Peter McCaun.....	Thames River and waters tributary	London .....	100 00
S. A. Huntington.....	Lake Nipissing, etc	North Bay .....	100 00
Duncan Bole.....	Algoma District	Sault Ste. Marie .....	50 00
Lester Sly.....	Parts of Frontenac and Leeds	Morton .....	75 00
George Bilton.....	do	Newborough .....	50 00
A. E. Slier.....	Gananoque River and Lakes, etc	Morton .....	50 00
Geo. E. Siedewand.....	Stony Lake, South River and tributaries.	Sundridge .....	50 00
Isaac Gardiner.....	Rondeau Park	Rondeau .....	50 00
Daniel May.....	Bethune, Proudfoot and parts of other townships.	Huntsville .....	50 00
John Armstrong.....	Lake Temiscaming, part of, and tributaries	Liskeard .....	50 00
Austin Moran.....	Part of Renfrew County	Mount St. Patrick .....	50 00
James Whalen.....	Part of Thunder Bay District	Port Arthur .....	50 00
Thomas Norquay.....	Lake Manitou	Manitowaning .....	35 00

A. KIRKWOOD.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1897.

## APPENDIX No. 11.

Statement of Patents, etc., issued by the Patents Branch during the year 1897.

	Number.
Crown Lands .....	291
School do .....	54
Mining do .....	33
Public do (late Clergy Reserves) .....	24
Free Grant Lands (A. A.) .....	33
do do (under Act of 1880) .....	213
Rainy River do (Mining and Crown) .....	489
Mining leases .....	671
Licenses of occupation .....	12
Total .....	1,820

CHARLES S. JONES,  
Chief Clerk.

AUBREY WHITE,  
Assistant Commissioner

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1897.

# APPENDIX No. 12.

Statement of the number of letters received and mailed by the Department in 1895, 1896, 1897.

Years.	Sales and Free Grants.	Accounts.	Surveys.	Woods and Forests.	Colonization Roads.	Mines.	Forestry.	Totals.	Names indexed.	Enclosures.	Orders in Council.	Returned letters.	Mailed from Department.
1895. ....	10,872	1,277	3,852	5,783	2,263	1,653	.....	25,700	33,688	35,700	65	32	34,184
1896 ... ..	10,889	2,300	5,749	4,660	2,252	1,900	.....	27,750	34,785	35,950	63	83	35,393
1897. ....	11,486	.....	15,132	4,750	2,580	4,650	909	*39,507	53,500	37,126	97	126	42,423

\* Of the above total, over 3,000 were letters containing money or pertaining to accounts, which passed through the Accounts Branch, but as they were afterwards transferred to the several branches which have to deal with lands and timber, to enter them under the head of "Accounts" would cause a duplication to that extent, hence they are omitted from that column.

FRANK YEIGH,  
Registrar.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1897.



APPENDIX No. 13.

Statement of municipal surveys for which instructions were issued during the year 1897.

No.	Name of surveyor.	No.	Date of instructions.	Description of survey.	Date when confirmed.
1	James S. Laird. ....	603	June 26th, 1897. ....	To survey the road allowance between lots Nos. 6 and 7 in the concession east of the River Ruscom from the town line between the townships of Tilbury West and Rochester to the river Ruscom, and to mark the same by planting stone or iron monuments at the south-east and south-west angles of lot No. 6, and the north-east and north-west angles of lot No. 7 on either side of said road allowance. ....	
2	James Warren. ....	604	July 23rd, 1897. ....	To survey the boundary line between the townships of Eramosa, in the county of Wellington, and Nassagaweya, in the county of Halton, and to plant stone or iron monuments on either side of said boundary line where the respective concession lines of the townships intersect the said boundary on either side of the road allowance between the townships. ....	
3	Peter S. Gibson. ....	605	August 30th, 1897. ....	To survey the side road allowance between lots Nos. 15 and 16 in the eighth concession of the township of Whitechurch, and to mark the same by permanent stone or iron monuments, planted at the north-west and north-east angles of lot No. 15, and the south-west and south-east angles of lot No. 16. ....	
4	John H. Moore. ....	606	November 2nd, 1897. ....	To survey the allowance for road between the tenth and eleventh concessions of the township of Osgoode, from lot number twelve northerly to the north boundary of the township, and to plant permanent stone or iron monuments at the front angles of the lots in the eleventh concession, from the original post between lots numbers eleven and twelve and extending to the north boundary of the township. ....	

GEORGE B. KIRKPATRICK,  
 Director of Surveys,  
 AUBREY WHITE,  
 Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
 TORONTO, December 31st, 1897.

# APPENDIX No. 14.

## Statement of Crown Lands surveyed, completed and closed during the year 1897.

No.	Date of instructions.	Name of surveyor.	Description of survey.	Amount paid.	No. of acres.
				\$ c.	
1	18th June, 1896	James Dickson	Township of Harrow	395 89	24,227
2	18th June, 1896	J. S. Laird	" Curtis	361 31	23,733
3	18th June, 1896	J. M. Tieran	Parts of the townships of Tupper and Archibald	447 40	27,820
4	31st December, 1896	Jas. F. Whitson	Expenses <i>re</i> survey of timber lands, Spanish River, etc	81 89	
5		Jas. F. Whitson	Expenses <i>re</i> survey of the Gore of Seymour	12 00	
6	6th May, 1897	Thos. B. Speight	Survey of addition to town plot of Dryden	94 34	
7	10th May, 1897	Alexr. Niren	" Base and Meridian lines, R.R. District	6,683 00	
8	22nd May, 1897	Sherman Malcolm	" additional lots in Rondeau Park	114 50	
9	21st June, 1897	W. M. Davis	" township of Hendrie	1,587 39	22,677
10	21st June, 1897	Thos. R. Hewson	" Jennings	1,665 44	23,792
11	21st June, 1897	David Beatty	" Loudon	1,854 65	26,495
12	21st June, 1897	Alexr. Baird	" Cherriman	1,772 19	25,317
13	21st June, 1897	W. F. O'Hara	" Burwash	1,638 77	23,411
14	8th July, 1897	G. A. McCubbin	" Sanford	1,613 15	23,045
15	12th July, 1897	T. B. Speight	" Base and Meridian lines Rainy River District	2,200 00	
16	12th July, 1897	C. C. Fanchild	" Township of Zeland	2,051 28	
17	27th October, 1897	James Dickson	Inspection of surveys, 1897	437 94	
18		Geo. B. Kirkpatrick	Expenses <i>re</i> investigating disputed claims	212 75	
19		Elihu Stewart	Services preparing maps of N. W. Ontario	514 00	
20		J. K. McLean	" as Draughtsman	166 00	
21		H. L. Eeten	" "	35 00	
22		J. F. Whitson	" "	1,200 00	
23		D. G. Boyd	Extra Clerk	546 00	
24		H. Treeby	" "	364 00	
25		A. Robillard	" "	180 00	
26		C. McPherson	" "	390 00	
27		John Law	" "	54 00	
28		The Coppt, Clark Co	Maps	2,477 00	
29		The Map and School Supply Co.	Mounting maps	41 40	
30		Rice Lewis & Son	Iron posts for surveyors	83 73	
31		Albert Britnell	Stegman's field notes	50 00	
				\$29,325 02	249,821

GEORGE B. KIRKPATRICK,

Director of Surveys.

DEPARTMENT OF CROWN LANDS,

TORONTO, December 31st, 1897.

AUBREY WHITE,

Assistant Commissioner.

# APPENDIX No. 15.

Statement of Crown Lands surveys in progress, and amounts paid to date, during the year 1897.

No.	Date of instructions.	Name of surveyor.	Description of survey.	Amount paid.	
				\$	c.
1	21st June, 1897 .....	J. W. Fitzgerald .....	Survey of the townships of Casimir and Haddo .....	3,150	00
2	8th July, 1897 .....	J. M. Tiernan .....	" township of Aubrey .....	2,350	00
3	19th August, 1897 .....	B. J. Saunders .....	" boundary between Ontario and Manitoba .....	3,800	00
4	27th October, 1897 .....	H. B. Proudfoot .....	Inspection of surveys, 1897, Rainy River District .....	250	00
5	8th October, 1897 .....	J. Cozens .....	Outlines of timber berth No. 163, north shore Lake Huron .....	200	00
				\$9,750	00

GEORGE B. KIRKPATRICK,

Director of Surveys.

AUBREY WHITE,

Assistant Commissioner.

DEPARTMENT OF CROWN LANDS.

TORONTO, December 31st, 1897.

(Appendix No. 16.)

## TOWNSHIP OF BURWASH.

DISTRICT OF NIPISSING.

CHATHAM, ONTARIO,

November 8th, 1897.

SIR,—I have the honor to submit the following report of the survey of the township of Burwash, in the district of Nipissing.

In pursuance of the instructions received from the Director of Surveys, dated the 21st day of June, 1897, I left Chatham in the following August to carry out his directions. I proceeded to the south-east corner of the township above mentioned, where I found the tamarac post referred to by the Director, marked VI. M. on the west side planted by O. L. S. Bell in 1874. At this point I commenced my survey, retracing the south and east boundaries, giving the concessions along the latter a depth of eighty chains. Taking an observation from the north star, I found the east boundary bearing manifestly to the east. Upon referring to the plan of parts of the districts of Nipissing and Algoma, furnished to me by the Director, I found an apparent jog between the east boundaries of the townships of Burwash and Cleland of half a mile. According to the projected plan accompanying and forming part of my instructions, the south-east corners of the above mentioned townships were connected by a straight line, which included the east boundary of the boundary of the township of Burwash. I therefore did not give lot 1 along the south boundary a width of forty chains, supposing that if I had done so and run the side lines north astronomically lot 1 in all the concessions would far exceed the desired areas, and lot 12 would be wanting in the sixth concession. In consideration of these probabilities, I ran the front of the fourth concession west, astronomically from the east boundary, giving lots 1 and 2 each a width of forty chains. I then ran a meridian between lots 2 and 3 to the north and south boundaries. I then gave the lots a width of forty chains along the south boundary, from where the line between lots 2 and 3 intersected it. I might incidentally mention that there were two lines run and blazed in establishing the east boundary of the township. This I never knew until I had surveyed about one-quarter of the township. I afterwards accidentally ascertained from an Ontario fire ranger, who assisted in the establishment of this boundary, that there were two lines and that the easterly one was correct, I then discovered the two lines and found that I had closed some of the concessions upon one line and others upon the other, naturally supposing them to be one and the same line. These two lines give me additional work, necessitating alterations and corrections. I ran the concessions and side lines respectively west and north astronomically. I found the south and west boundaries in some places entirely obliterated, owing to forest fires, where I ran straight lines between points where these boundaries could be clearly and satisfactorily ascertained. The west boundary bears to the east although not as much as the east boundary. The north and south boundaries run practically due east and west. I planted iron posts one and a quarter inches in diameter at the south-west and north-west corners of the township. The post at the former corner being marked "Burwash" on the north-east side, the one at the latter, "Burwash" on the south-east side, "Cleland" on the north-



east side and "Dill" on the north-west side. The geological formation belongs to the Laurentian. The township has been visited upon a great many occasions with forest fires, extending over a period of about seventy-five years, the most recent destruction having been done two years ago. The township has a few high and rocky hills, but on the whole is comparatively level and is well adapted for agricultural purposes, there being large tracts of perfectly level land covered with hay and having a clay sub-soil. There is a large quantity of valuable white pine in the township, which I understood was sold about thirty years ago. I met with the usual timber common to this region, that above mentioned, together with red pine, balsam, spruce, cedar, tamarac, birch, poplar, maple, oak, black ash and elm. The last three in small quantities. I could not suggest any better method of taking out this timber than that which has already been adopted. The companies who have been lumbering in this township have dammed the small streams, thus forming lakes, down which they float the timber. They have also built a chute in the dam for the purpose of floating through large quantities of timber with as small a quantity of water as possible.

I have the honor to be, sir,

Your obedient servant,

W. F. O'HARA,

Ontario Land Surveyor.

The Hon. J. M. GIBSON,

Commissioner of Crown Lands,

Toronto, Ont.

(*Appendix No. 17.*)

## TOWNSHIP OF CHERRIMAN.

### DISTRICT OF NIPISSING.

LEAMINGTON,

11th December, 1897.

SIR,—I have the honor to submit the following report on the survey of the township of Cherriman, in the District of Nipissing, subdivided by me this year as directed by instructions from your department bearing date 21st June, 1897.

Obtaining my supplies and most of my men in North Bay, I proceeded from there with my party and supplies up Lake Nipissing by a small steamer chartered for the purpose direct into the south portion of lot number one in the fifth concession of the township. I found on reaching the township that the line run by O. L. S. McAree in 1882 as the boundary between timber berths twenty and twenty-eight and which line was to form my east boundary, had recently been retraced and opened out by O. L. S. Fitzgerald as the west boundary of the township of Haddo, and following west from the lake along this line, I found the iron post planted last year by Coad and Robertson to mark the northwest angle of the Township of Martland, which post was to form the starting point of my survey. This post had the word "Martland" marked on the southeast side of it, and I cut with a cold-chisel on the northeast side the word "Haddo," and on the northwest side the word "Cherriman," as directed, and having obtained an observation of Polaris at its greatest elongation, I proceeded to lay out the township from this post as a starting-post, running a line therefrom due west

astronomically for the front of my first concession. Planting the lot posts at regular intervals of forty chains each, and from the same starting point I chained north along the east boundary, planting the posts at regular intervals of 80 chains for the starting points of the concession lines, and from the posts thus planted I ran each alternate lot line up to lot 11 due north astronomically and each concession line due west, astronomically. At the southwest angle of the township I planted a pine post with the iron post provided by your department along side of it, marking each on the northeast side with the word "Cherriman." This angle of the township I determined by producing my west boundary due south astronomically from the post in a stone cairn at the northwest angle of the township marked XXIX. on the north east side, XXVIII. on the south-east side. XXXVI. on the southwest side, and XXXVII. on the northwest side, until it intersected the line which I ran west for my south boundary. Good, substantial posts, properly marked, were planted at the front angles of all the lots and on the north boundary at the intersection with the lines run to it. O. L. S. McAree's old post on the east boundary were all found, and also those of O. L. S. Beatty planted on the north boundary, and their respective positions as I found them are noted in the field notes.

The township throughout is rough and rocky, a small tract of land in the 1st concession in the southeast and southwest portions of the township being the best land at present fit for agricultural purposes. There are, however, a large number of beaver meadows and swamps, which, if drained, would make fairly good grazing land.

Lake Nipissing forms the outlet for the waters of the greater portion of the township, the southwest part draining into what is known as Trout Lake, which traverses the southwest part of the township.

The township may be said to be denuded of timber of a merchantable character, fire having apparently run over it a number of times, and left nothing standing but some scattering pine stubs. It is now grown up with small poplar, birch, spruce, pitch pine, balsam and alder and willow bushes, a few scattering white pine are to be found along the north side of Trout Lake, and on lots 11, 12 and 13 groves of small pitch pine.

Some lumbering around the lakes in the west portion of the township has been carried on in recent years as indicated by the logs found lying in the creek along the west boundary and the old cuttings found.

Pickarel, pike and black bass abound in the lakes of this township.

Red deer and moose are plentiful and, from the indications seen, bear, beaver, and wolf are to be found.

No economic minerals were met with during the work of survey.

The variation of the magnetic needle was very regular throughout the day, being 7' 15" west.

Hoping you may find the accompanying returns satisfactory,

I have the honor to be, Sir,

Your obedient servant,

(Sgd.) ALEXANDER BAIRD,  
Ontario Land Surveyor.

To the Honorable J. M. GIBSON,  
Commissioner of Crown Lands,  
Toronto, Ont.

(Appendix No. 18.)

# TOWNSHIP OF HENDRIE.

DISTRICT OF NIPISSING.

WOODSTOCK, ONTARIO,

26th October, 1897.

SIR,—I have the honor to submit the following report on the survey of the township of Hendrie under instructions from your Department dated June 21st, 1897.

I proceeded to the work on the 17th of August via Sturgeon river and Lake Nipissing with a party of fourteen men. A tug was employed for the first day's journey, when the water becoming shallow, canoes were made use of.

The eastern boundary of the township was reached at noon on the 18th. The post at the southeast angle of the township described in the instructions was found without difficulty. The survey was carried on without interruption till its completion at the north west angle of the township on Friday, 17th September. The party returned to Sturgeon Falls via Lake Nepawassing, Veuve river, Lake Nipissing and Sturgeon river, the trip lasting two days. The township of Hendrie is exceedingly well watered by numerous lakes and small creeks, with the exception of the north easterly portion the surface is rocky and undulating, occasional small areas of moderately fertile land are met with, on which the soil is sandy loam and there are a great many rich beaver meadows which could be easily drained as the outlets are rocky creeks with rapid fall. The northeasterly portion of the township is flat, the soil a light sandy loam interspersed with rocky knolls. There would probably be 20 per cent. of the land of the township suitable for cultivation or grazing.

The township has been lumbered over except the southwest corner on which is standing valuable white pine.

The northeast portion was overrun by fire some years ago and is now devoid of timber. Quantities of Norway pine 8 to 10 inches in diameter are still standing on the other portions.

No economic minerals were met with, the rocks being of the Laurentian formation.

Red deer, moose and bear are plentiful, the lakes are well stocked with fish—black bass and pike.

I have the honor to be, Sir,

Your obedient servant,

WM. MAHLON DAVIS.

Ontario Land Surveyor.

The Honorable J. M. GIBSON,  
Commissioner of Crown Lands,  
Toronto.



(Appendix No. 19.)

TOWNSHIP OF JENNINGS.

DISTRICT OF NIPISSING.

HAMILTON,

November 23rd, 1897.

SIR,—I have the honor to report the completion of the survey of the township of Jennings in the District of Nipissing, under your instructions, dated 21st June, 1897.

On July 14th, I left Warren, a small village on the Canadian Pacific Railway, about forty-three miles west of North Bay, with my party and there being a fair bush road made by the settlers who have taken up land in the northern portions of the townships of Casimir and Jennings, I was enabled to drive waggons containing my outfit and supplies right into northeast angle of the township where I arrived the same evening.

I commenced work as instructed, at the southeast angle of the township and retraced and rechaind my south boundary, planting posts at regular distances of forty chains apart until I arrived at the southeast angle of lot number thirteen, continuing my chainage west to the southwest angle of the township I found lot thirteen to be forty-one chains and twenty-four links.

The northern portion of the township is in general rolling.

The soil consists of clay and sandy loam.

Lots 1, 2, 3 and 4 in the 3rd, 4th and 5th concessions and all of concession six are well adapted for agricultural purposes, and are at the present time being settled by French Canadians from the Ottawa and Quebec districts, the balance of the 3rd, 4th and 5th concessions is broken by rocky ridges with small stretches of good land between them.

The greater portion of concessions 1 and 2 is very rough and rocky, particularly in the vicinity of the lakes.

The whole township has been burnt over several times, and is now covered with second growth poplar, birch, spruce, tamarac and pitch pine, on the high lands, and thick willow, and alder on the low. There is very little green pine now standing, and that is found principally along the ridges surrounding the large lake which is situated in the southwest portion of the township.

There are two mill sites in the township, the first on lot 9 concession 1 near the south boundary, the second on a creek emptying into Waubunac Lake on lot 8 concession 1 at a point about ten chains northerly from the lake, each site having a natural fall of about ten feet.

On the first site mentioned there is at present a dam and slide which has been built and used by the lumbermen operating on the lakes west of it.

The lines are all well cut out and blazed and substantial posts planted.

No economic minerals were found during the progress of the survey.

There are a great number of lakes in the township all of which abound with fish, principally pike, pickerel and bass.

Considerable large game was seen during the survey, several moose and red deer, also four bears, wolves were heard frequently during the nights, partridges were also plentiful.



On account of the dryness of the season the waters in the creeks and lakes were very low, the former in most cases completely dry. The water in the large lake in the southwest angle of the township fell nearly three feet during the progress of survey. Accompanying this report is a general plan, timber plan, statement of settlers claims, field notes and account duly sworn to.

I have the honor to be, Sir,

Your obedient servant,

THOMAS R. HEWSON,

Ontario Land Surveyor.

The Honorable J. M. GIBSON,  
Commissioner of Crown Lands,  
Toronto.

*(Appendix No. 20.)*

## TOWNSHIP OF LOUDON.

DISTRICT OF NIPISSING.

PARRY SOUND,

November 23rd, 1897.

SIR,—I have the honor to report that I have surveyed the township of Loudon in the Nipissing District under your instructions, dated June, A.D. 1897.

I commenced the survey at the southeast angle of the township, where I found an iron bar, and which I marked "Loudon" facing to the northwest and concession 1 to the north and chained north on the old Meridian line or East Boundary of the township to the south shore of West Bay and planted posts at the depth of eighty chains at the front of the second and third concession, the weather was cloudy at the time, and I could not observe Polaris, and I opened up the old line for about half a mile and turned off a right angle at the front of the third concession and ran line west to lot 4 where I observed Polaris at eastern elongation on the night of August 2nd, Azimuth  $1^{\circ} 47' 30''$  and found my line running four minutes too much to the south, I corrected the bearing and made said line a base for my work.

I surveyed all that part of the township south of West Bay before doing any work on the north side, said West Bay continues all the way across the township dividing it into nearly two equal parts.

After finishing the survey south of the Bay, I moved over to the north side, and carried the survey from the west boundary eastward, having previously run the east boundary across the Bay and triangulated the distance.

I chained the west boundary from the southwest angle of the township to West Bay and found my chaining agreeing with the field notes furnished me from your office, and was informed by Mr. Fitzgerald that he had chained the other two miles of the Boundary, and that his chaining exactly agreed with original survey, I therefore concluded that it was not necessary to rechain, and have not given any field notes for the West Boundary. I was only able to chain the north boundary from the northwest angle to the line between lots 4 and 5 on account of

deep water in a marsh through which a large creek empties into middle west Bay. I was informed by the Indians that the water in Lake Nipissing was considerably higher than in other years at the same season, making the marshes which in several places border bays of the lake impassable, notably the one just mentioned, and a large one at the west end of West Bay in concession 4 where what I have shewn as islands one and two are usually in the summer season attached to the main land by marsh that can be travelled over, although always in the spring the marsh is navigable for canoes.

There is very little difference in the character of the surface soil or timber throughout the whole township excepting on the point between west and middle West Bays where there is some scattered white pine, but not of a very good quality, the other part of the township is timbered with small poplar and pitch pine, poplar prevailing on the south side of the bay and pitch pine on the north side.

The soil is generally light, but in a few places there is good loam as indicated in the field notes, but there is not sufficient good land in any one place to form a large settlement.

There is no settler living in the township, and the only improvement is a small chopping on lot 9 concession 6.

I have the honor to be, Sir,

Your obedient servant,

DAVID BEATTY.

The Honorable J. M. GIBSON,  
Commissioner of Crown Lands,  
Toronto.

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(Appendix No. 21.)

## EAST PART OF THE TOWNSHIP OF ARCHIBALD.

### DISTRICT OF ALGOMA.

TILBURY, January 26th, 1897.

SIR,—I have the honor to submit the following report of the survey of the east part of the township of Archibald, in the District of Algoma, under instructions from your department, bearing date the 18th June, 1896.

I commenced the survey at the south-east angle of the township at a cedar post, where I also planted an iron post alongside of it, of gaspipe three feet long, one and a quarter inches in diameter, forged at the top and pointed at the bottom, and marked with a cold chisel the words, "Archibald" facing the northeast and Tupper facing the southwest.

I then retraced the north boundary of the township of Tupper, which is the front of my first concession, planting the lot posts thereon as directed in the instructions, until I reached the line run or retraced by O. L. S. Joseph Cozens in 1893 for the east boundary of the Indian Reserve, where I planted a similar iron post and also the old post alongside of it, which I found lying down and nearly decayed. The iron post is marked with the words "Archibald" facing the northeast and Tupper facing the south-east and I. R., for Indian Reserve, facing the west.

I then surveyed the other concession lines and side lines as directed in instructions, or as nearly so as possible.

I also planted a similar iron post at the northeast angle of the township alongside of the old cedar post, which was the only old post that was found standing throughout the survey, and the marks were quite distinct on it. The iron post was marked "Archibald" facing the southwest.

I also planted a similar iron post at the northwest corner of lot 7, concession 6, or east limit of the Indian Reserve marked "Archibald" facing the southeast and I. R. for Indian Reserve facing the southwest.

The west boundary was rather difficult to retrace, owing to the trees being blazed rather lightly and too far apart in places and the line not being run exactly straight.

This portion of the township is rather rough and mountainous, but the soil is principally sandy loam of a very good quality, except in the marshes, where it is a very light sand. There will be about fifty per cent. of the township that would make fairly good agricultural and pasture land.

There are no rocks in the township worth mentioning except an occasional bluff in the mountains and a few scattered boulders, none of which are of any economic value.

There is not sufficient pine in the township to make it of any commercial value, as it is so scattered that it would cost nearly as much to get it out as the timber would be worth.

The principal timber is hard maple, white and black birch of medium size, but rather short and scrubby. There are some balsam, cedar and spruce, which generally grows in the swamps or low lands.

There is good water nearly all through the township in small streams or spring creeks, and a branch of the Chippawa River enters the township in lot 1 in the sixth concession and crosses into the fifth concession about the centre of lot 1 and thence runs westerly all the way across the fifth concession, crossing the west boundary nearly in the centre of the concession. It will average about fifty feet in width and is very shallow, in many places at present, there being not over three or four inches of water confined into a narrow channel. The water is very clear and the bottom is stony or gravelly. There are no lakes of any size in the township. There was very little game seen in the township, except some caribou, partridge and porcupine. There are no settlers in this part of the township. The variation of the magnetic needle was four degrees west and very regular throughout the survey.

Accompanying this report are plan, field notes and account.

I have the honor to be, Sir,

Your obedient servant,

JOS. M. TIERNAN,  
O. L. S.

To the Honorable J. M. GIBSON,  
Commissioner of Crown Lands,  
Toronto.

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(Appendix No. 22.)

## TOWNSHIP OF CURTIS.

### DISTRICT OF ALGOMA.

ESSEX, January 29th, 1897.

SIR,—I have the honor to submit the following report on the survey of the Township of Curtis, in the District of Algoma, performed under instructions from your Department, dated 18th June, 1896:

From the village of Garden River, where I obtained my supplies and most of my men, I proceeded up the Garden River with my party and supplies in small flat bottomed boats to where the river is crossed by the north boundary of the Township of Gillmor. The passage up the river on account of the shallow water and the great stretches of rapids in the same, being very tedious. We were forced to wade the river about three-quarters of the distance from its mouth to the township and tow our boats with the provisions and lift them over the innumerable rapids, which entailed a great amount of labor and loss of time in reaching the township. This was the easiest and only expeditious way of getting in my supplies. Having found the north boundary of the Township of Gillmor, where it crosses Garden River, I retraced it east to the northeast angle of that township, where I found the cedar post standing which was to form the starting point of my survey and the southeast angle of the Township of Curtis, alongside of which post I planted a new cedar post marked "Gillmor" on the south side "Curtis, Lot 1" on the west side and concession 1 on the north side, and alongside of these posts I drove firmly in the ground the iron post with the names Curtis and Gillmor cut with a cold chisel, the names facing the respective townships, and from these posts I started my survey by retracing and chaining west along the north boundary of Gillmor for the front of my first concession and placing the lot posts thereon at regular intervals, and I ran from the said iron post due north astronomically for my east boundary, planting the posts for the front of each concession at regular intervals as directed and from the posts thus planted in front of my first concession, I surveyed out each alternate lot line and from the posts planted on my east boundary I ran the several concession lines as directed.

At the southwest angle of the township and northwest angle of Gillmor I found P. L. S. Thompson's cedar post lying on the ground marked "Gillmor," and where I found this post I planted a new cedar post marked "Gillmor, Chesley" and "Curtis, Con. 1, Lot 12," and an iron post alongside the same marked Gillmor, Chesley and Curtis, cut with a cold chisel, the names facing the respective townships, and built a stone cairn around the posts.

At the northeast angle of the township I planted a Spruce post marked on the southwest side Curtis, Con. VI. Lot 1, and alongside of this an iron post marked Curtis, cut with a cold chisel, the name facing the township and built a stone cairn around the same.

At the north west angle of the township, which is the northeast angle of the Township of Whitman, I found O. L. S. Bolger's cedar post standing marked "Con. vi. Lot 1," and alongside of this I planted a new cedar post marked "Curtis, Con. vi., Lot 12," on the east side, and Whitman on the west side, and "Con. vi." on the south side, and along side of these posts I drove firmly in the ground an iron post marked "Whitman and Curtis," cut with a cold chisel, and with the name facing the respective townships.



The township throughout is very rough, stony and rocky. The rocky hills reaching from 100 to 300 feet in height, the only good level land being found in the valley of the Garden River.

Garden River, and a fair sized creek which is a branch of the river, traverse the greater portion of the township, and form the outlet for the drainage of the same. The timber of the township can be readily floated down this river during the spring floods. In this river abound the largest sized and finest speckled trout I have ever seen.

The timber consists principally of spruce, cedar, tamarac, maple, birch and balsam, some very good pine being found in the north part of the sixth concession and along the west side of the branch of Garden River; spruce, suitable for pulp-wood, being found in large quantities along the branch of the river and in the southeast portion of the township.

Beaver, red deer, moose and black bear are to be found in the township, judging from the numerous footprints seen during the survey.

No economic minerals were met with during the work of survey.

The variation of the magnetic needle was found to be 4° 15' west, and was very regular throughout the survey.

Trusting you may find the returns of the survey accompanying this report satisfactory,

I have the honor to be, Sir,

Your obedient servant,

JAMES S. LAIRD,  
Ontario Land Surveyor.

The Honorable J. M. GIBSON,  
Commissioner of Crown Lands,  
Toronto.

*(Appendix No. 23.)*

## TOWNSHIP OF HARROW.

FENELON FALL,  
31st December, 1896.

SIR,—I have the honor to report that in accordance with your instructions dated 24th June, 1896, I have made a survey of the Township of Harrow, in the District of Algoma, dividing it into farm lots of 320 acres each.

The total area of this township is 24,227 acres, of which 20,995 acres are land, and 2,182 acres are water, and 1,050 acres are mining lands.

It is bounded on the west by the Hon. Hudson Bay Co.'s property known as Fort La Cloche; on the north by the Township of May; on the east by the Township of McKinnon; and on the south by the "Georgian Bay," and embraces within its bounds the La Cloche mountains, which are the highest on the north shore of Lake Huron.

In going to the field I engaged a tug at Little Current, which landed me on the north shore, as near as I could estimate; to the west boundary of the Township of McKinnon, which I found after a short search. Here, alongside the post

which defines the southwest angle of the Township of McKinnon, and in a cairn of stones, I planted an iron post three feet long by one and one-fourth inches in diameter and painted red, the name "Harrow" cut into the west side with a cold chisel, and "McKinnon" cut into the east side.

I then moved my camp north along the boundary to the post between concessions A and 1 of McKinnon, and that evening, Thursday, 16th of August, observed Polaris for Azimuth, and next day ran my first line—that between concessions A and 1, starting from the post between those two concessions in the Township of McKinnon on a course due west astronomically one mile across lots 1 and 2, and turned off the angle for the first sideline, running it due north.

I then moved camp to a small stream a short distance west of sideline 2 and 3, and from there produced concessions A and 1, one and one-half miles further also the line between lots 2 and 3 south to Lake Huron and north to the line between concessions II and III, and also concessions I and II, two miles west from the east boundary; when I moved camp west to the line between lots 4 and 5, which I ran north to the line between concessions I and II and south to the lake; also the line between concessions A and I, one mile further west, and the line between lots 6 and 7 south to Lake Huron and north to La Cloche Lake. From this I moved camp west to a point on the north side of the south bay of La Cloche Lake, where I estimated the line between lots 8 and 9 would cross, and from there ran all the lines south of and including the line between concessions II and III to the west boundary, also traversed the south boundary of the township.

I then moved by water to and up McKinnon Creek to the road which leads to Thompson Smith's depot in the Township of McKinnon, and packing one and one-half miles east, camped while I ran all the lines convenient from there and moved north by the line between lots 4 and 5, to the line between concessions IV and V, and from thence in two moves west to the line between lots 8 and 9, and finished the survey in the northwest corner of the township.

I did not find any post at the southwest corner of the township, as mentioned in my instructions, neither did I find any bearing tree at this point. But I was shown the spot where the post had stood by an Indian half-breed, also a few blazed trees indicating the west boundary. Here I planted in a cairn of stones a large cedar post with an iron one alongside of it, both marked "H. B. C." on the west side and "Harrow" on the east side, and marked also a bearing tree. At the northeast and northwest corners I found posts as indicated in my instructions, and planted alongside of each an iron post similar to those at the other two angles, *i.e.*, three feet long by one and one-fourth inches in diameter, painted red, the name "Harrow" cut on one side, and those of the adjacent townships cut on the other sides.

All the other posts are made of the best material available, none less than six inches square, the figures cut into them with a proper marking iron, and bearing trees taken wherever they were to be had.

Harrow was at one time a valuable timber berth, but the pine is now all taken off, except a few thousand pieces near the east end of the first and second concessions.

A great part of the township has been burned over several times. The mountains south of Lake La Cloche are nearly bare, with only a few clusters of small Jack pine, white birch and poplar scattered here and there. But in the deeper valleys between the highest mountain ranges there are still considerable groves of large maple, beech, birch and hemlock, with a dense undergrowth

affording food and shelter to Moose and Caribou, which are there in considerable numbers.

Between the two branches of La Cloche Lake the timber is still nearly all green, also on the line between concessions IV and V from the lake on lot 2 to lot 6. The same concession line also passes through green woods from about the middle of lot 10 to the west boundary. Nearly all the remainder of the township north of this, also along the east boundary north of the centre of the second concession is nearly all stripped of timber, the latest fire occurring a year ago last August.

The proportion of good land in the township is small. The mining location 16 P., the property of Messrs. Cutler & Savage, is nearly all good land; also in lot 3, concessions V and VI, there is sufficient good land to make a couple of farms. Also a narrow strip of good land on the north end of lots 6 and 7 in concession 6.

All of concessions V and VI, west of and including lot 8, is good land, with the exception of a few ridges of rock.

The soil is a heavy clay, but has been nearly all burned over and the vegetable mould destroyed. I found settlers on all this section except on lots 11 and 12 in the IVth concession, and two men began underbrushing on those lots the day after I ran the concession line.

They all expressed themselves as being well satisfied with their success during the short time they had been there, and had excellent crops last season.

All the balance of the township is worthless for agriculture. East and south of La Cloche Lake it is one continuous mass of towering mountains with numerous precipices. In one day I had to make two triangulations, it being impossible to chain the line. Small streams are numerous, but some of them dry up in the summer. The water is all of the very purest quality.

The rocks south of La Cloche Lake are chiefly quartzite; those to the north are nearly all granite or gneiss, with occasional outcropping of Huronian.

The northwest corner of the township is within two miles of the village of Massey Station on the Sault Ste. Marie branch of the C. P. Railway, to which there is a fairly good waggon road. A small amount of money judiciously expended would make a good road into all that part fitted for settlement.

I enclose also my plan and field notes of the survey.

I have the honor to be, Sir,

Your obedient servant,

JAMES DICKSON,  
"O. I. S."

The Honorable, J. M. GIBSON,  
Commissioner of Crown Lands.  
Toronto.



(Appendix No. 24.)

## EASTERN PART OF TOWNSHIP OF TUPPER.

DISTRICT OF ALGOMA.

TILBURY, Nov. 3rd, 1896.

SIR,—I have the honor to submit the following report of the survey of the east part of the Township of Tupper, in the District of Algoma, under instructions from your Department, bearing date the 18th June, 1896.

Procuring teams at Sault Ste. Marie, I started north on what is known as the Government road, with my men and supplies, to the south boundary of Tupper and leaving the Government road a little to the north of this I followed a lumber road easterly across the west part of Tupper or Indian Reserve to within one-half mile from the west limit of lot seven.

I commenced the survey at the southeast angle of the township at a cedar post where I also planted an iron post, made of gas pipe, one and a quarter inches diameter, three feet long, forged at the top and pointed at the bottom and marked with a cold chisel the words "Tupper" on the north-west and "Vankoughnet" on the south. I then retraced the north boundary of Vankoughnet, as the front of my first concession, planting posts thereon at regular intervals of forty chains, as directed in the instructions, until I reached the east boundary of the Indian reserve, surveyed or retraced by O. L. S. Joseph Cozens, in 1893. I did not find any post at this point, merely the intersection of the two lines. I planted a similar iron post in stone mound at this point, marked Tupper on the north and Vankoughnet on the south, and I. R., for Indian reserve, on the west. I then surveyed the other concession lines and side lines, as directed in the instructions, or as nearly so as possible under the circumstances. The west boundary was rather difficult to retrace in some places, as the blazes were rather too far apart in places, and the line not having been run straight.

The township is well watered with numerous small streams, or spring creeks, of nice clear water, and there are quite a number of lakes, varying in size from three or four acres to three or four hundred acres, which abound with beautiful fish, such as black bass, pike, etc. The soil is principally sandy loam of a very good quality, but, owing to the surface being so very rough and hilly, it will not be so well adapted for agricultural purposes as the nature of the soil would entitle it to. There will be about sixty per cent. of the township that will make fairly good farming land.

The township is timbered principally with hardwood, birds-eye maple, white and black birch of medium size, but rather short and scrubby. There is but very little pine in the township, and it is so scattered that it is of very little commercial value. The other kinds of timber are balsam, cedar and spruce.

The township does not appear to ever have been burnt over.

The only game seen throughout the survey was cariboo and partridge, which seemed to be fairly plentiful.

There are no settlers in this part of the township.



No indications of mineral were found in the township, and the variation of the magnetic needle was about four degrees west, and was very regular throughout the survey.

Accompanying this report you will find plans, field notes and account, which, I trust, you will find satisfactory.

I have the honor to be, Sir,

Your obedient servant,

JOS. M. TIERNAN,

O. L. S.

The HON. J. M. GIBSON,

Commissioner Crown Lands,

Toronto, Ont.

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(Appendix No. 25.)

## TOWNSHIP OF SANFORD.

DISTRICT OF RAINY RIVER.

ST. THOMAS, ONTARIO.

19th November, 1897.

SIR,—I have the honor to submit the following report on the survey of the Township of Sanford, in the District of Rainy River, performed under instructions received from your Department, and dated the eighth day of July, 1897.

This township is bounded on the east by the Township of Eton, on the south by the Township of Aubrey, and on the north and west by unsurveyed lands of the Crown.

The southeast and northeast angles were each marked by an iron and a wooden post, as being the southwest and northwest angles respectively, of the township of Eton, surveyed in 1896: the southwest angle was also marked by an iron and a wooden post, planted by O. L. S. Stewart, in his survey of Canadian Pacific Railway and outlines of townships, in 1896, as the southwest angle of township thirty-five (now Sanford).

I commenced the survey at the southeast angle of the township, taking an observation for azimuth, and running due west on the south boundary, on which I planted posts at regular intervals of forty chains, for the front angles of lots in the first concession. I afterwards ran the several concession lines and the north boundary due west astronomically, giving to each concession a depth of eighty chains, and the side lines between lots two and three, four and five, six and seven, eight and nine, ten and eleven, and the west boundary due north astronomically, from their respective posts on the south boundary. I also made a survey of those portions of the Eagle and Wabigoon rivers, and of the Canadian Pacific Railway, which lie within the township.

On each of the concession lines the posts between lots 2 and 3, 4 and 5, etc., were planted at the intersections with the side lines, and marked with the numbers of the lots on the east and west sides, and the numbers of the concessions on the north and south sides. The posts between lots 1 and 2, 3 and 4, etc., were planted so as to give to lots 1, 3, 5, etc., an exact width of forty chains, and marked with the numbers of the lots on the east and west sides, and the numbers of the concession on the north side. On the north boundary posts were planted at the intersections with the side lines, and marked with the numbers of the lots on the east and west sides, and "Con. vi." on the south side. The field notes show in detail the markings of the posts at the angles of the township.

Throughout the course of the survey I made frequent observations for azimuth, excepting for a few days in the northeastern portion of the township, when the weather did not permit. The declination of the needle was observed in various places, and was from six to ten degrees east, averaging six degrees in the eastern part of the township, and six and one-half degrees in the western part.

The sixth and a part of the fifth concession consist mainly of high ridges of rocks. The other portions of the township are undulating, the soil generally being good clay or clay loam, suitable for agricultural purposes, with only an occasional out crop of rock. The land in these portions could be readily cleared, as the timber is not heavy, and in places has been burned off completely. The only large timber in the township is the spruce and tamarac in the swamps at the northeast, and a small grove of pine on the north end of lot 10 in the sixth concession.

The township is crossed from east to west by the Wabigoon River, two chains wide at the east boundary, and nearly five at the west. The current is slow, and the water discolored with clay. On lot 6, in the third concession, it receives the Beaver River, a similar but smaller stream. The Eagle River, which has a width of about five chains, enters the township from the south, on lot twelve, in the first concession, and after traversing part of lots 12 and 11 crosses the west boundary and leaves the township, entering again, however, and joining the Wabigoon on lot 12, in the third concession. This river has a rapid current, clear water and high rocky banks. On lot 11, in the first concession, it has two rapids—one with a fall of about twenty feet, and the other about six feet; either of these would furnish excellent water power.

These rivers, and the Canadian Pacific Railway which passes through the southeast corner of the township, afford ample facilities for reaching any part of the township. Eagle River station is about half a mile to the south, where the railway crosses Eagle River.

There were no settlers or miners in the township at the time of the survey.

Bear, moose, cariboo, duck and partridge were seen during the course of the survey, and indications were that these were very plentiful.

The plan, timber plan and field notes of survey accompany this report.

I have the honor to be, Sir,

Your obedient servant,

GEO. A. McCUBBIN,

O. L. S.

The HON. J. M. GIBSON,

Commissioner of Crown Lands,  
Toronto.

*(Appendix No. 26.)*

## TOWNSHIP OF ZEALAND.

## DISTRICT OF RAINY RIVER.

SIMCOE, Nov. 12th, 1897.

SIR,—Acting under instructions from you, bearing date July 12th, 1897, I proceeded with the survey of the Township of Zealand, and completed the same in accordance with the accompanying plan and field notes.

I commenced my survey at the southeast angle of the township at a cedar post with an iron post alongside, planted by O. L. S. Stewart in 1896, marked XXXIII on the northwest side, XXXII on the southwest side, and XXXI on the southeast side.

This post I marked 'Zealand' on the northwest side, and then running due west astronomically from it I planted posts at the end of every 40 chains for lots 1, 2 and 3, and continued west until the line intersected the east limit of the mining location, 86 S. V., lot 4, having a width of 47 chains and 56 links.

From this point, where I planted a post marked IV on east side, Con. I on north side, and 86 S. V. on west side, I measured north to S. 218 and east along S. 218 to the west limit of 92 S. V.

Starting again at the southeast angle of the township, I ran due north astronomically from a second observation on Polaris to check the first one from which the south boundary was run, planting posts every 80 chains between concessions I and II, II and III, etc., marking the posts I on the west side and with the respective concession numbers on south and north side, until we reached the end of the sixth mile, where I planted a tamarac post, marked con. VI on south side and 1 on west side, alongside an iron post marked Zealand on south-west side, Con. VI on south side and 1 on west side. As these posts were planted in an open swamp there is no bearing tree, and as there were no stones within three-quarters of a mile no stones were piled around them.

Bearing trees were marked at all posts where a tree of two inches or over could be found.

The east boundary intersected a mining location 116 S. V. in concession I, through which we ran our line, but did not blaze it.

Beginning the second concession line at the post planted 80 chains north of the southeast corner of the township, I ran west astronomically, planting a post at the end of 40 chains, marked 1 on east side, 2 on west side and Con. II on north side, until the line intersected the east limit of Location 117 S. V., where I planted a post marked 117 S. V. on west side, 11 on east side, Con. I on south side and Con. II on north side. From this point I ran due west across 117 S. V., leaving a mark at 80 chains from east boundary to the intersection of the west limit of 117 S. V., where I also planted a post, marking it as before, only using the proper lot number, etc. From here I ran still due west, planting a post 120 chains from the east boundary, and continuing to the east boundary of S. 218, where I planted a post as at intersection of the south boundary with 86 S. V.

The concession lines were all started from the east boundary, excepting the sixth, which was run from the southwest angle of lot 4, con. VI, to the east boundary.



Posts were planted at the intersections of all the north and south lines and midway between said intersections, the first named posts being marked with the proper lot numbers on the east and west sides and concession numbers on north and south sides. The latter named posts were similarly marked, except the south side, on which nothing was put.

Where mining locations intersected a line in such a way as to cover the corner of a lot, they were posted as in case of a lake, *e. g.* 117 S. V., mentioned on con. II above.

When a mining location intersected a line between posts it was not posted, *e. g.*, 116 S. V. on east boundary.

The line between concessions III and IV was run west to O. L. S. Stewart's line between townships XXXIII and XXXIV, as marked. From the intersection of these two lines at O. L. S. Stewart's III mile post, I began a traverse, running first due north to the C. P. R'y, thence up the C. P. R'y, planting the post on Lake Wabigoon between lots 13 and 14 until I had 80 chains of departure, and thence due north until I had 80 chains north latitude from the said III mile post. From this point I ran east to Thunder Lake, west to line between lots 16 and 17, and north 80 chains to con. V.

Concession lines between con. IV and V and V and VI were first run to Thunder Lake and then continued west from Thunder Lake by means of this traverse. As a check on this traverse and line between lots 14 and 15 a line was thrown across Thunder Lake between lots 12 and 13 and its length ascertained by triangulation from a base line between 11 and 12 chains in length. These two lines checked almost exactly when continued to the north boundary.

West of Thunder Lake, Concession VI was first run until it intersected the east boundary of VanHorne township, which it did 3.07 south of the sixth con., VanHorne. Posts were planted every 40 chains along this line until I reached lot 23, which I made 45.70 chains wide.

This sixth concession line was checked by an observation on the sun, as given in field notes, the forest fires after Sept. 15th rendering it almost impossible to catch Polaris at all. From this line the side lines were run north across the sixth concession and south to Lake Wabigoon.

The country west of Thunder Lake is rather open, and as a check on the traverse of Lake Wabigoon the lines were run between every two lots, viz.: 11 and 12, 15 and 16, 17 and 18, 19 and 20, and 22 and 23. These lines were not blazed, but were carefully chained, and are given on the pages in field book as noted in index. The post on Lake Wabigoon between lots 21 and 22 was planted by traverse alone, but all the others were planted by running south, as shewn in field notes, and checked by traverse.

The only post to plant on the north shore of Thunder Lake was planted by running south from the north boundary and was checked by triangulation. This is the post between lots 11 and 12.

Wherever a line crossed the C. P. R. a post was planted on either of the right of way which was, except in the case of Barclay Station grounds, two chains wide, measuring one chain either way at right angles to the centre of the track.

The north boundary, from the north-west angle of lot 14, was the last line to run, and it was continued due west until it intersected the east limit of Vanhorn, 3.18 chains south of the north-east angle of said township. Here I planted a spruce post marked "Con. VI" on the south side and "1 Zealand" on



the east side. I did not mark the iron post at the northeast corner of Vanhorne "Zealand" on the south side, as it was not the northwest angle of the township as surveyed. I piled a cairn of large stones around this post at the north angle of the township.

In running the north boundary, posts were planted only where the lines between the alternate lots intersected the boundary.

The fifth concession line across lot 23 was run from the west limit of the township due east astronomically 45.70 chains.

Wherever a line intersected a surveyed location measurements were taken to the corners of the location.

Posts were planted on the north limits of mining locations where they intersected the lot lines (5, 6,) (7, 8,) and (9, 10,) by measuring along said locations, as shewn in field notes, from lines (4, 5,) (6, 7,) and (7, 8).

In the whole township there was only one line that was not intersected by a lake or mining location, and that was the north boundary.

The line between lots 2 and 3 across cons. II, III and IV, as first run, was about 1.40 too far east. This was corrected by starting again from the south boundary and running the line parallel to the east boundary. The notes are for the corrected line.

The magnetic variation was very erratic throughout the township, varying from  $0^{\circ}$  to  $11^{\circ}$  east and changing every few chains in the portion of the township. On the sixth concession the variation was from  $45^{\circ}$  west at south-east angle of lot 1 to  $42^{\circ}$  E at south-west angle of lot 2.

Thunder Lake was triangulated from two base lines, as given in field notes. The pickets were planted, and sketches made of the shore by means of a canoe, and some of the pickets were used to tie others by angles. This triangulation materially delayed us, owing to the smoky air, which at times made it impossible to catch a sight over 10 or 15 chains in length.

The south shore of Lake Wabigoon was traversed, or triangulated from the west boundary to the mouth of Thunder River, east of which being all taken up by mining locations

Wherever obtainable stones were piled around the posts, and where no bearing tree could be had, considerable trouble was gone to get stones for this purpose.

The mining locations in the township all have gold-bearing quartz on them, but as to whether it is in paying quantities or not can only be ascertained by development. There are still a number of veins "marked up" which will probably be surveyed within the next few months. These are for the most part along the south boundary of the township.

Soil: The soil around the Wabigoon townsite and as far north as fourth concession is generally clay with rock outcropping in places. All west of Thunder Lake is more or less sandy, with rock and clay in places. The northern portion of the township is generally sandy east of Thunder Lake. The rank growth of berry bushes and alders in the clearings speaks well for the fertility of the soil. On the whole I would say that three-fourths of the township is fit for farming purposes.

Timber: The only timber in the township of any value is tamarac and cedar, and all of this of sufficient size, for railway ties have been cut. There are a few jack pine trees about one foot in diameter, scattered over the northeastern part

of the township, nearly all of which are defective, having at some time been scorched by fire. Along the east shore of Thunder Lake, and on patches along the north shore of Lake Wabigoon. I found poplar, spruce, birch and cedar, some of which would reach two feet in diameter.

Small jack pines from one to six inches in diameter are the most common, and they are met with everywhere except perhaps in the centre of the swamp. Spruce and poplar come next in about equal proportions.

The timber for the most part is growing, and while the land can generally be easily cleared there is sufficient timber to give an almost inexhaustible supply of firewood and building material for the settlers for many years to come.

Water: The township is generally well watered by a number of creeks, which flow for the most part in a southwesterly direction. Thunder Lake is a beautiful sheet of clear water about three miles long in a northwest and south-east direction, by about two miles wide in a northeasterly direction. It is fed by a number of small creeks from the north and east and empties through Thunder River into Lake Wabigoon. Thunder River leaves the lake by a rapids extending for four or five chains, and then forms a pool which pours over a fall of about 15 feet in height, giving an excellent opportunity for a mill site. The river would be navigable for canoes even in dry seasons, were it not for the sunken logs, etc., which abound along its course.

Settlers: There are about fifteen settlers in the Elm Bay and Barclay district besides some five or six who informed me that they intended beginning to clear at once in the same district, and three or four more intended settlers near Wabigoon. These men all speak in glowing terms of the country, their chief complaint being a lack of communication, by land, with a market. A road could be easily constructed from Elm Bay to Wabigoon and from Elm Bay to Dryden.

A road has been cut from Wabigoon to 114 S. V. since I surveyed that portion of the township, and this could be extended north of 35 V and thence westerly across Thunder River and north of the C. P. R. to Grovers' clearing, from where a wagon road runs to Barclay Station, and from this a road can be built across comparatively open country to the west limit of the township.

This road, along with the road at present being constructed by the C. P. R. from Wabigoon to Minnetakie Lake, would open up a greater part of the township.

Some of the country was exceptionally rough, especially the line between lots 4 and 3, con. III, and between lots 16 and 17, cons. V and VI, and portions of the north boundary. In these places the rock rises to a height of from 100 to 200 feet above the surrounding country, rendering it exceedingly difficult to chain or keep a straight course.

I am, Sir,

Your obedient servant,

C. C. FAIRCHILD.

To the Honourable J. M. GIBSON,

Commissioner of Crown Lands,

Toronto, Ont.

(Appendix No. 27.)

## BASE AND MERIDIAN LINES.

### DISTRICT OF RAINY RIVER.

HALIBURTON, Ontario, November 13th, 1897.

SIR,—I have the honor to submit the following report on the survey of certain meridian and base lines lying north of the Canadian Pacific Railway, in the District of Rainy River, surveyed under instructions from your Department, dated 10th May, 1897:

Leaving Haliburton on the 12th of May, I reached Ignace on the Canadian Pacific Railway on the 16th, and the following morning commenced taking in my supplies to my starting point, viz., the 30th mile-post on my base line of 1893, east of the fifth meridian.

I reached that point on the 20th, and after obtaining the necessary observations, commenced work on the morning of the 21st and ran north astronomically thirty-six miles, crossing the Sturgeon or English River on the twenty-fourth mile.

Returning to the Sturgeon River, I made my way across the country easterly up the said river and through a chain of lakes to Sturgeon Lake and thence along the northerly shore of that lake to the boundary line between the Districts of Rainy River and Thunder Bay, thence north along that line seven miles to the 120 mile post or the termination of the line run in 1890, the trip across the country occupying a week.

From the 120-mile iron post, I ran west astronomically about sixty miles, or to about where the base line would be intersected by the fifth meridian line.

I then returned along the line to Big Vermilion Lake and taking the canoe route down Vermilion River through Pelican, Abrams, Minnetakie, and Big Sandy Lakes, made my way to the C. P. R., coming down the wagon road to Dinorwic, thence along the C. P. R. easterly about fifteen miles to the fifth meridian line. Going north along that line to its termination, at the sixtieth mile I produced it north astronomically thirty-three miles and from this point ran east 45 c. 83 l. and tied in Indian Reserve No. twenty-eight, striking the west boundary of said Reserve 25 c. 14 l. north of its south-west angle.

Returning to the intersection of the fifth meridian with my fourth base line, I continued it west astronomically to the eighty-ninth mile, and then going south to the northeast angle of Rugby Township, I ran north astronomically a continuation of the sixth meridian, until I intersected the fourth base line, thus completing the work and returning to Haliburton on the 22nd September.

The lines were well cut out, well blazed and carefully measured, wooden posts were planted at every mile, and iron posts at every three miles. Upon the latter, the number of the mile was marked with a cold chisel.

The posts on meridian north-easterly from Ignace were numbered from 1 to 36 miles on the south side, the numbering of posts on fifth meridian was continued from 60 to 93 miles on the south side of the posts, and those on the sixth meridian from 84 miles at northeast angle of Rugby to 90 miles where it intersected the fourth base line were also marked on the south side.

The posts on fourth base line were marked on the east side from 1 to 90 miles, commencing at the 120 mile district boundary posts.



The broken distances at intersections of meridians and base line were not taken into account in the numbering of posts.

The intersections of the Ignace meridian with the fourth base line (in 30 mile lake) was called 36 miles from the third base and 30 miles from the district boundary, an iron post was planted on the meridian at the south side of the lake at 35 miles 49 c. 43 l. and marked "36 miles," likewise an iron post on the base line at the east side of the lake at 28 miles 19.00 c. marked "29 miles."

The post at the intersection of the fifth meridian with fourth base line was marked "90 miles +" on south side and "60 miles—" on east side, while the post at intersection of the sixth meridian with the fourth base line was marked "90 miles +" on south side, and "90 miles—" on east side, stone mounds were built around all posts wherever practicable and bearing trees taken marked "B.T." and course and distance from posts noted.

The post for a mile ending in a lake or river was planted on the line on the nearest land and distance noted and marked on the wooden post.

Iron posts in these cases were marked with a plus or minus sign as the case might be.

The courses given in the field notes from posts to bearing trees are magnetic.

Astronomical observations were taken whenever practicable, generally about six miles apart, the details of which will be found in the field notes, the magnetic declination of the needle was from  $5^{\circ}$  to  $8^{\circ}$  east, and I have called the general average  $6^{\circ} 45''$  east. As will be seen by the plan, the country may be said to be well watered, the lines crossing numerous lakes and streams.

The largest lakes within the limits of the survey are Minnietakie (dirty water) about 25 miles long, and Big Vermilion about 14 miles, the latter is beautifully clear and full of islands, the outlet of both is through the Sturgeon River to Lac Seul, all the water within the limits of the survey is tributary to the Winnipeg River and Hudson's Bay, Sturgeon or English River is a stream from 5 to 20 chains in width, often expanding into lakes with strong current and numerous rapids, the navigation of which is not without danger.

The meridian line commencing north of Ignace runs generally through a hilly broken and rocky country, the soil is mostly sandy and stony, some clay on the 8th, 13th, 20th, 24th, 25th, 26th, 32nd 33rd and 35th miles, the country has been burnt in places at different times, and the timber is small to medium sized, chiefly spruce, white birch, pitch pine, balsam, tamarac in places, very little cedar, and no red or white pine to speak of. Along the fifth meridian line from the 60 mile post to the 72nd mile the country is very hilly, stony and sandy, with large boulders in many places, there is some clay land in the vicinity of Minnietakie Lake on both sides, and also along the line in places to Big Vermilion Lake, the country has nearly all been burnt along this line from the 67th to the 93rd mile, and as far beyond that to the north as could be seen, probably to Lac Seul.

The timber is generally small to medium sized spruce, pitch pine, white birch, balsam, poplar and a few cedar. Along the sixth meridian line the clay extends north to end of 87th mile—the 88th, 89th and 90th miles are rolling and sandy—swampy in places with ridges of sand and stones the brulé extends from Rugby nearly to the fourth base line and is generally covered with spruce, pitch pine, white birch and poplar of about thirty years' growth. The base line going west from the district boundary runs through a rolling rocky country much cut up by lakes. The soil is generally sandy and stony, very little clay throughout the whole ninety miles.



The line for the first twenty-eight miles passes through green bush, there having been no recent fires along that part of the line, and the timber is in general, spruce, pitch pine, white birch, balsam, poplar, with tamarac and cedar in places. From a hill on the twenty-sixth mile, about 300 feet above Long lake, the country can be seen to the northwest, north and northeast for from twenty to thirty miles. It is rolling with an occasional hill, and there are some very high hills in the far north. The bush is all green (no brulé) and timber, apparently spruce, pitch pine and white birch. From about the twenty-eighth to the middle of the forty-first mile the country has been burnt, the burn extending a considerable distance south and a long way north; very little green timber is left in this area, only in low places. From the forty-first to the fifty-seventh mile the line again passes through green bush and then the country is again burnt to the sixty-sixth mile, from which point to the end of the line there is no brulé with the exception of the eighty-third mile, which touches the edge of the extensive brulé to the south running down to the C. P. R. There is no very valuable timber along the base line; a few red and white pines are found in places and some fairly good pitch pine, the balance is spruce, white birch, balsam, poplar, tamarac and small quantities of cedar. In some places the pitch pine and spruce would be large enough for lumbering purposes. Most of the lakes contain fish of the usual kinds, pike, pickerel etc. Moose and caribou were very plentiful as well as partridge and rabbits; a number of lakes containing beaver were met with and a few bears were also seen. The geological formations passed over were the Laurentian, and Huronian. A number of prospectors were met with about Abrams and Minnetakie lakes, but as Mr. Parks who accompanied me will report on the geology of the country it is unnecessary for me to say more. Herewith are full returns of the survey.

I have the honor to be, Sir,

Your obedient servant,

A. NIVEN,

Ontario Land Surveyor.

Honorable J. M. GIBSON,

Commissioner of Crown Lands,  
Toronto.

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(Appendix No. 28.)

## BASE AND MERIDIAN LINES.

### DISTRICT OF RAINY RIVER.

TORONTO, 27th November, 1897.

SIR,—I have the honor to submit the following report on the survey of base and meridian lines in the Saw Bill lake region of the district of Rainy river, surveyed under instructions from your Department, dated 12th July, 1897:

I left Toronto on 15th July and proceeded to Wabigoon where I organized the party.

Leaving the Canadian Pacific at Bonheur, the party was divided, some going by the canoe route and the remainder by the new Bonheur-Saw Bill road, to the head of Surprise lake. From this point we continued the journey by the canoe route, through Surprise, Elbow, Red Point, Forbes, Martin and Saw Bill lakes to the Seine waters and Moose lake.

I began the survey at the twenty-fourth mile post, west of the district boundary line, between Thunder Bay and Rainy river, on Ontario Land Surveyor Niven's second base line. This point is marked by an iron bar beside a tamarac post, each bearing on the east side the marks "24 miles." From this bar I ran due north twelve miles, leaving a temporary mark at that distance.

Returning to Seine river, we travelled up that stream to the point where it crosses the district boundary, about half a mile north of the forty-eight mile post on the same. The iron post and pitch pine post in stone mound, placed at the forty-eight mile point by Ontario Land Surveyor Niven, were found, and from this post I ran west astronomically on chords of a parallel of latitude, deflecting the line six minutes north at every six miles, and establishing the last corner at the intersection with the meridian line previously run by me. From this point of intersection, I continued the meridian line north a further distance of twelve miles, completing the twenty-four miles of meridian line as instructed.

I then ran east, astronomically, seven miles, to locate the position of the Bonheur-Saw Bill road, and this concluded the survey.

The lines were well cut out and blazed, wooden posts, marked with the mile numbers, were planted at every mile, and iron posts, numbered with a cold chisel, were planted at every three miles. The numbers were in all cases placed on the side of the post nearest the commencement of the line to which it belonged.

Where the end of the mile came in a lake or river, I planted the post or posts on the line at the nearest land with the number of mile and fraction. Wherever practicable, a stone mound was placed about the post, and bearing trees marked and noted.

Frequent observations, details of which accompany the field notes, were taken during the progress of the work. The magnetic variation was generally uniform, and averaged about five degrees east of astronomic north.

## GENERAL DESCRIPTION.

On the meridian line, the country is rocky and hilly, and broken by numerous lakes and streams, prominent among which are the Moose lake on the first mile, River Seine on the fifth mile, Saw Bill lake on the sixth and seventh, and Clearwater lake on the eighth and ninth miles. The soil is chiefly stony and sandy.

The portion of the meridian to the south of Clearwater lake has been overrun with fire at different times during the past thirty years, and a very small proportion of the timber now standing is of any commercial value. The prevailing varieties are spruce, jack pine, poplar, birch, balsam and cedar, with occasional red and white pine trees of good quality. To the north of Clearwater lake the timber is green and consists of jack pine, spruce, birch and poplar, of fair size, a considerable quantity being suitable for railway ties and pulpwood.

On the twenty-four mile base line, the face of the country is similar to that on the meridian. In the third mile from the district boundary, the Seine river is crossed, being at this point a stream about two hundred feet in width and eight feet in depth, with moderate current. The Bonheur-Saw Bill wagon road was crossed in the twentieth mile, and the canoe route, by way of Red Paint lake, in the twenty-first mile. In the first six miles the prevailing kinds of timber are second growth poplar, birch and jack pine, of little value, with occasional clumps of the original forest trees.

Early in the seventh mile an area of white pine, with trees from twenty to fifty inches in diameter, begins and continues as far as the middle of the eleventh mile. This area of pine land was visible for a distance of two to three miles on each side of the line. Much of this timber is of fair quality, the remainder being "faulty." The Seine river and its tributaries will furnish an outlet for this timber when required. From the eleventh to the eighteenth mile the timber is chiefly jack pine, spruce, tamarac, poplar and birch, up to fifteen inches in diameter, with occasional small areas of white pine of fair quality.

Brulé, of about ten to twenty years, covers the distance between the eighteenth and twenty-first miles, the remainder of the line to the west of Red Paint lake passing through green jack pine, spruce, tamarac and birch, averaging about eight inches in diameter.

On the second or seven mile base line the physical features and timber, as far as the fourth mile, are similar to that on the north part of meridian line. From the fourth mile to the east end of this base, the timber is of better quality, being chiefly large white birch, spruce, tamarac and poplar. About half a mile east of the meridian line, and between the twentieth and twenty-fourth miles on the same, and extending easterly to Surprise lake, there is a considerable area covered with white pine, from twenty to forty inches in diameter, and of good quality. By way of lake Gamble and several smaller lakes, this timber would find an outlet to Surprise lake and the Bonheur-Saw Bill road. The Bonheur-Saw Bill road crosses this base on the seventh mile.

The soil on the base lines is of the same character as that on the meridian line, a very small proportion being for agricultural purposes. The number of mining locations laid out, and the mines already in operation, are good indications of the mineral wealth of the region.

Special attention has been paid to the geological features of this region by the Geological Survey department of the Dominion government.

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The Huronian formation predominates, but in many places the Laurentian outcrops.

The general character of the rock formation met with on the various lines seems to promise as rich a field for exploring as the more accessible parts have already yielded to the prospector.

The water in the streams and lakes is generally of good quality, and well stocked with fish.

Evidences of large game were frequently seen.

Accompanying this report, I beg to transmit field notes and a plan showing the lines, together with such additional information as to water routes, etc., as could be gathered during the progress of the survey.

I have the honor to be, sir,

Your obedient servant,

T. B. SPEIGHT,

Ontario Land Surveyor.

To the Honorable J. M. GIBSON,  
Commissioner of Crown Lands,  
Toronto.

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(Appendix No. 29.)

REPORT  
OF  
THE SUPERINTENDENT  
OF  
COLONIZATION ROADS.

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To the Honorable J. M. GIBSON,  
Commissioner of Crown Lands,  
Ontario.

SIR,—I have the honor to present the annual report of the Colonization Roads branch of the Crown Lands Department for the year 1897, including Mining Roads, for which special appropriations were made at the last session of Parliament.

Of Colonization Roads one hundred and six and a quarter miles were constructed and six hundred and sixty-eight and a half miles repaired. Twenty-four bridges of various dimensions were erected, aggregating a total length of three thousand and eighty-two feet.

Of Mining Roads there were fifty-one and three-quarters miles opened, and some three miles improved besides the erection of two large dams; details for all of which are given in the following report and summary:

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COLONIZATION ROADS.

NORTH DIVISION.

BALFOUR ROADS.

Three and a quarter miles have been chopped, cleared and grubbed, beginning between lots 4 and 5 of the 2nd concession of Balfour, and thence one mile south to the 1st concession, and thence west two miles, with sixty rods cleared and opened opposite lot number one.

BAR RIVER BRIDGE.

A bridge renewed on the Port Finlay road in the township of Laird.

It is 120 feet long, composed chiefly of pile bents, good stringers and covering of two-inch plank.

### BRUCE MINES AND OPHIR ROAD.

Repairs of bridge and washout in Plummer, the bridge costing \$60, and saving timber and bridge iron, \$15.

### BRIDGE REPAIRS.

The repair of Paipoonge and Kaministiquia bridges in West Algoma.

### BRUCE MINES AND DESERT LAKE ROAD.

Two miles and one-eighth were this year opened from last year's operations, extending now to within about one mile of the road which it is intended to reach.

### CARPENTER AND LASH ROAD.

This work commenced from that previously done, namely, south half of lot number 8, concession 1, Carpenter, and was continued across the south halves of lots 7 and 6, and to the southwest corner of lot number 5.

The chopping and grubbing were heavy, and the road was opened forty feet wide throughout.

### CHELMSFORD CREEK BRIDGE.

This bridge, which is over Chelmsford Creek, on the town line between Balfour and Rayside is to replace one carried away by freshets.

It is a pile structure and well and substantially constructed.

### COFFIN AND COFFIN ADDITIONAL ROADS.

Half a mile opened on blind line across lot 5 in the 2nd concession to give an outlet to the main road, and half a mile was substantially repaired across lot 1 in the 1st concession, both the above being in Coffin Additional. A mile and three-quarters was also repaired in the east side of Desert Lake in Plummer township.

### COFFIN AND GALBRAITH BOUNDARY ROAD.

The repair of a very bad hill on the boundary line named, and in the first concession. An excellent job is reported.

### CROZIER AND LASH ROAD.

The chief work was cutting a ditch toward a lake for the purpose of reclaiming a quantity of land, and to assist in grading the road bed.

The creek which empties into Rainy River on lot 12; River Range, Township of Aylesworth, was cleaned out a distance of two miles and fifty-five chains, and a ditch made from thence between sections thirty-five and thirty-six twenty-six chains, to strike the town line between Aylesworth and Lash, and thence east on said town line fifty-seven chains, leaving yet about a mile to open before the lake is reached.

The bush and timber was chopped out twenty-five feet wide, the ditches being about five feet wide with average depth of about three and a half feet, and, the inspector says, should be opened to the lake.

### EATE'S HILL AND McLEAN'S MOUNTAIN ROAD.

A work between lots 5 and 6, concession 6, Howland, on Manitoulin Island, being the repair of a very rough portion through the 7th concession a quarter of a mile long.

### GALBRAITH SECOND CONCESSION ROAD.

This portion of road, which is across a tamarac swamp, was ditched across lot 8 and half of lot 9, and grubbed and cleared across lot number 7, something like three-quarters of a mile.

### GLADSTONE FOURTH CONCESSION ROAD.

Beginning at Lake Chibleau, on the 3rd concession between lots 10 and 11, work was continued west one mile, thence south forty rods, thence again west half a mile, making over two miles of new road opened in a very satisfactory manner.

### GRAND PORTAGE ROAD.

A mile and three-quarters of repairs from the termination of last year's operations, namely, lot number 12, concession 1, township of Wells, north-easterly to the 2nd concession, between lots 8 and 9.

It was a rough, stony section, but is now an excellent road, and will doubtless be so for a long period.

### HONORA BAY ROAD.

The completion of a low swampy section between lots 28 and 29 through concessions 8 to 11 of the township of Bidwell, the distance being a little more than two miles.

### KEEWATIN BRIDGE PIERS.

The expenditure in this instance was made in preparing the foundations for piers which were supplied by contract with the Central Bridge and Engineering Company of Peterborough, and now in place, ready for the superstructure. The same company are under contract to construct and complete the bridge, material for which is upon the ground, but not yet in place. Unusual water freshets have added somewhat to the cost of pier foundations and appear to have prevented the bridge company completing the contract at an earlier date.

### LAKE SHORE ROAD.

A mile and three-quarters opened, and a bridge with a twenty-two-feet span erected in the township of Lefroy.

### LA CLOCHE BRIDGE.

A bridge 158 feet long built over La Cloche creek opposite Massey station on the "Soo Branch" composed of one large crib and five bents. Approaches to the bridge were also made.

### LEE'S ROAD.

Three miles of excellent road opened from concession 3 on the boundary between May and Hallam north and east toward Webbwood.

### LITTLE CURRENT AND SAEGUINDAH ROAD.

Very substantial work in repairing through concessions 2 and 3 of Howland, some two miles.

### MANITOWANING AND MICHAEL'S BAY ROAD.

Five miles of repairs from lot 17, concession 1, Assignac, eastward; two miles being ditched, and three gravelled.

### MILLER'S BRIDGE.

A bridge 240 feet long built over Thessalon river at Bell's Rapids in the township of Lefroy. It is comprised of six twenty-four feet spans; two of eighteen feet and three of ten feet resting upon eight cribs filled with stone. The grant of \$300 is a contribution, the balance of cost having been borne by the settlers.

### MINDEMOYA ROAD.

Repairs from the fifth to the fifteenth side road along the sixth concession of Tehkummah; and on the fifth side line south to Michael's Bay, a length altogether of four miles.

### MINDEMOYA AND SANDFIELD ROAD.

Work commenced on the second concession of Sandfield and continued through to Carnarvon, grading and gravelling about three-quarters of a mile.

### MUDGE AND GORE BAY ROAD.

Three miles of very substantial and permanent repairs in the township of Allen on Manitoulin Island between concessions 8 and 9, and from lot No. 15 eastward.

### OLIVER TOWNSHIP ROADS.

Repairs from the town line between Oliver and McIntyre on the second concession to Murillo station—three and a quarter miles; and on the line between lots 7 and 8 on the second and third concession line, two miles.

### OTTER TAIL CREEK DAM.

A contribution of \$500 to assist in the repair and reconstruction of a dam at the foot of Otter Tail lake in Bruce Mines district.

The inspector reported, recommending the grant, urging as a reason that the breaking away of the existing old structure would endanger and probably carry away six Government bridges.

The cost of renewal was, according to the attested statement furnished, \$1,114, and the inspector reports the work as strong and substantial.



### PARKE TOWNSHIP ROAD.

This work, begun last year, is now completed, this year's operations being from sections 11 and 12 between sections 13 and 14 to Algoma Park on Lake Superior—a mile and a quarter of road opened.

### PARKINSON ROAD.

Two and a half miles of construction beginning between lots 8 and 9 concession 3, Parkinson, thence north one-quarter mile, thence east half a mile and thence north a mile and three-quarters. It was somewhat easy of construction, and therefore the overseer was enabled to make two and a half miles for the appropriation.

### PORT FINLAY AND MCKAY'S ROAD.

One portion of this work is on a blind line from Port Finlay west to McKay's mill, three-quarters of a mile; a second portion being on the fifth concession line of Tarbutt, extending east of Port Finlay road two miles. Another section a quarter of a mile long was repaired.

### PRINCE TOWNSHIP ROAD.

Between lots 19 and 20 of this township there was three-quarters of a mile of heavy grading done along a deep ravine requiring a cutting through almost the entire length.

### RAINY RIVER ROAD.

The repair of two sections of a very heavy character, one being from the east side of lot 12, River Range, township of Woodyatt, westward to the west side of lot 17 of the same township and called Big Forks section; the other, called Pine River section, being from east side of lot 25, River Range, in the township of Dilke, westward to the west side of lot 30, and altogether a mile and a quarter of grubbing and heavy ditching.

### RAYSIDE ROADS.

This expenditure was upon several roads in the township, to benefit as large a number of settlers as possible. Improvements were made on the town line of Balfour and Rayside; between concessions 2 and 3, 4 and 5; and on east Rayside road, some four miles of work.

### ROBINSON, DAWSON AND BURPEE ROADS.

These townships are on Manitoulin Island. Nearly three miles of new road were opened in Dawson township, and repairs were made over sections in Dawson and Burpee, amounting to about four miles.

### SAVANNE BRIDGE.

A substantial bridge was build over Savanne river, ninety-six feet long with main piers twelve feet high. Over a mile and a quarter of road was also opened between the Canadian Pacific Railway station and Savanne village.

This work was begun last year but unfinished for lack of money, and is still in need of gravel to make it available at all seasons.

#### ST. JOSEPH ISLAND ROADS.

Altogether there were three and a quarter miles of ditching, grading and other improvements made upon the Island, and a mile and a quarter of new road opened, as follows: On P line from the 20th side line eastward, repairs were made over a mile and a quarter. A heavy hill was cut down on the R line and on the 13th concession a mile of grading and gravelling from S and T line north.

Three-quarters of a mile was well improved on K line from Huron line west, and one mile of excellent grading from D line south on Huron line.

On the 16th concession line from F and G line three-quarters of a mile was chopped out southward and U line was extended half a mile opposite concessions 12 and 13, the distance being chopped out and levelled.

#### SLATE RIVER VALLEY ROAD.

About two miles and a half opened, commencing at concession A on line between lots 10 and 11 Paipoonge, thence south one hundred chains, thence west twenty chains, and thence again south to concession 4.

The line between lot 15 and 16 was also opened southward twenty-five chains, and at the latter point a bridge was constructed over a creek, the bridge having a clear opening of twenty-five feet. A ditch, twenty chains long, was, in addition, opened on lots 8 and 9.

The above work will be of great advantage to a settlement which has increased rapidly in the past few years.

#### SPANISH RIVER AND KENABUTCH ROAD.

Three miles of grading from the Indian Reservation towards Spanish river.

#### TARENTORUS AND RANKIN BOUNDARY ROAD.

An expenditure of \$49.50 for the repair of a bridge.

#### THESSALON RIVER BRIDGE.

A bridge near the southeast corner of the township of Morin over Thessalon river.

Its main span is a fifty-feet King truss, resting at each end upon eight piles. There are additional bents at each end, making the length of the bridge eighty feet.

#### VERMILLION RIVER BRIDGE.

A large and substantial bridge built over Vermillion river at Whitefish on the Soo branch of the Canadian Pacific Railway. There are two spans of 100 feet in the clear, and a total length of 258 feet.

The main spans rest upon cut-water piers, fourteen feet above low water mark, each filled with stone and each truss well housed for protection against weather.

## VICTORIA AND SALTER T. L. ROAD.

Three-quarters of a mile of grading on the town line and the rebuilding of a bridge carried away last spring.

## WABIGOOON BRIDGE.

A structure composed mainly of five spans, averaging thirty feet to thirty-seven feet, all king post trusses. The bridge is over Wabigoon river at Dryden village, and as the river separates large farming areas, was absolutely necessary to give access to the only market there.

The work is of a most substantial character and ought to last for a great many years.

## WAINWRIGHT AND ETON ROADS.

Twelve miles and a half of new road were opened this season, that is to say ; from the bridge across Wabigoon river just described and near foot of rapids at Dryden westward to the line between lots 5 and 6, and concessions 5 and 6, Van Horne, about half a mile, thence north between concession 5 and 6 half a mile to the line between lots 6 and 7, thence north half a mile to the town line between Wainwright and VanHorne, thence west on town line one mile, thence north between lots 8 and 9, one mile to the 1st and 2nd concession line, thence west on last named line five miles to the line between lots 6 and 7 of the township of Eton and thence northward between the lots last mentioned somewhat over three and a half miles to Wabigoon river.

## WOODYATT ROAD.

A ditch from a small lake on lot 33, River range, was opened to drain the land eastward into a creek, its dimensions being three feet deep, five feet wide and length forty-seven chains.

A single drain was also opened from the same lot, fifty-five chains long, the material of which was used in grading the Woodyatt road to its intersection with Crozier and Lash road.

A mile of repairs was made north of Crozier and Lash road, and another mile from the N. E. quarter of section 17 to N. E. quarter of section 30 was graded over one-half its length and the remainder partially opened and cross-wayed, making altogether about one mile of new road and two of repairs.

## WEST DIVISION.

### ARMOUR AND KEARNEY ROAD.

The opening of a mile and three-quarters, beginning at the town line of Armour and extending southward through lots 32 and 33 concession 14 of Perry. and thence angling through lots 33 and 34 concession 13, to unite with Kearney No. 1 road.

The location was made by the municipality to give an outlet for settlers in the southeast portion of Armour and others to the railway.

### ARMOUR AND STRONG ROAD.

A mile and a quarter opened through heavily timbered land across the 13th and 14th concessions of Armour, connecting with work of last season, opening thus a road to Burk's Falls for settlers in Strong and eastern portion of Chapman.

### BAXTER BRIDGES.

A principal work was the renewal of a structure over the Severn River between the townships of Baxter and Matchedash over which is the only outlet the inhabitants of Baxter have to a market. The new bridge has one fifty-six feet span and another of forty feet which with the approaches give a total length of 112 feet.

A second bridge was renewed over "Little Chute" in Baxter, and on the main and only road there; having a twenty-two feet span and length of seventy feet.

### BETHUNE 25 AND 26 SIDE LINE ROAD.

The construction of a mile and a quarter on the side line named through concessions 11 and 12. A deviation was made on lot 25 concession 12 for which the right of way was secured. Some 40 rods are reported as yet unopened and which would make connection with the 12th and 13th concession road.

### BETHUNE 5 AND 6 SIDE LINE ROAD.

Repairs from concession 9, extending towards Lynx lake, representing one mile properly graded through a heavy section of the township.

### CHAPMAN AND LOUNT T. L. ROAD.

This was a somewhat expensive piece of work through a low tamarac swamp on the town line mentioned, extending from lot number 2 eastward nearly a mile and a quarter, and involving 163 rods of crosswaying.

### CHRISTIE No. 2 ROAD.

A mile and a half of heavy work, chiefly the filling up of an opening over a creek on the town line of Humphrey and Christie to open communication between Rosseau and the railway at Maple Lake station.

### CHRISTIE AND FOLEY ROAD.

Something like one mile has been chopped out and graded beginning between concessions 9 and 10 of Foley and extending southward.

### DALTON AND WASHAGO ROAD.

Repairs from Muskoka road extending eastward a mile and three-quarters. It is the main road for many eastern townships to the railway, and was scarcely travelable prior to these improvements.



### DRAPER 7TH CON. ROAD.

The general improvement and widening of that opened last year. The length is two and a half miles, costing some \$200, aided by a municipal grant last year of \$50.

### DISTRESS RIVER BRIDGE.

A bridge having a fifty-eight feet queen truss span resting upon piers composed of ten piles each was built over Distress River on Magnetawan road.

More than half a mile of road was also made about two very heavy and steep hills, and was necessary to make bridge and road available for general traffic.

### GOLDEN VALLEY ROAD.

Repairs from about lot number 15, concession 10 of Mills township to within about half a mile of the Mills and Wilson road.

The distance was two and a half miles, being grading, including tap drains and twenty-one stone culverts. It is the chief road in that district.

### GOUGH BRIDGE.

The renewal of a bridge between lots 20 and 21 and concessions 14 and 15 of Himsworth. Its length over all is 122 feet and replaces one built many years ago.

### GURD ROAD.

This work was the opening of a difficult portion through a rocky and mountainous section.

It is over a mile long and passes through lots 22 to 26 in the 6th concession of Gurd. It is, the Inspector says, one of the most useful works of the season.

### HIMSWORTH 5 AND 6 SIDE LINE ROAD.

A mile and a half opened beginning at concession 11 and extending south.

The road allowance could not be followed throughout owing to the roughness of the country and deviations were made upon lot 5, concession 10 and lot 6, concession 9.

### JOLY BRIDGE.

A bridge over Magnetawan river between concessions 2 and 3 of Joly with a forty-eight foot span and length of sixty feet, costing about \$200.

Repairs were made too on the 4th and 5th concession line of the same township opposite lot 14, of a very dangerous hill some 500 feet long which cost \$150

### KEARNEY NO. 1 ROAD.

Two and three-quarter miles of repairs, continuing from work of two years ago, on the 3rd concession of Proudfoot, now ending at the town line of Bethune. This road is through a rough broken country but is a very necessary and useful one for settlers.

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#### LAURIER 12 AND 13 CON. LINE ROAD.

From lot number 25 improvements were made one mile into the township of Machar, leading to Trout Creek station. The length repaired was nearly a mile and a half.

#### MCAUMOND'S BRIDGE.

The renewal of the superstructure and raising the bridge three feet to guard against freshets. The openings are fifty-four feet and thirty-six feet and total length 118 feet. The piers were also renewed from low-water mark.

#### MAGNETAWAN ROAD.

Something like two miles of repairs made, eighty-seven rods being a deviation through heavily timbered land. The work was from lot 17, concession 9, of Croft towards Ah-mic harbor.

#### MAGNETAWAN RIVER BRIDGE.

A work not yet completed.

#### McKELLAR CENTRE ROAD.

Three miles of repairs, beginning at the second concession of McKellar, and from thence towards Orrville, making a very fair road to the railway at Edgington

#### MACAULAY ROAD.

From near Baysville westward six miles of very satisfactory repairs were made and the road reported as in a fair state of repair throughout, that is to say, between Bracebridge and Baysville.

#### McDOUGALL ROAD.

One mile of work, largely the covering of rocky sections to make the road passable, from lot 9, concession 2, McDougall, eastward.

Between McDougall and McKellar townships, from Junction No. 2 road northward, two miles were grubbed and fairly graded, enabling settlers about Hurdsville to reach a cheese factory, which will be a decided advantage.

#### MILLS AND GOLDEN VALLEY ROAD.

The opening of one mile from the eighth concession of Mills, southerly, and again on the south end of lot number 2, concession 5, almost half a mile of repairs were made.

#### MONTETH AND PERRY ROAD.

Two miles of repairs over an almost impassable section, from Rosseau and Nipissing road eastward, in the township of Monteith, leading to Seguin Falls railway station.

### MONTEITH, 10 AND 11, SIDE LINE ROAD.

Through heavy timber, from concession 4 angling through lot 11, concession 5, lot 12, concession 6, and lot 13, concession 7, a mile and three-quarters were opened, the road allowance being considered impracticable.

Settlers are by this highway enabled to reach Bear Lake station on the railway, as they have, without assistance, opened the road through concessions 9 and 10.

### MUSKOKA AND BOBCAYGEON ROAD.

Between lot 16, concession 13 and lot 5, concession 5, Franklin, a length of six and a half miles was very well repaired and the road generally reported as in a fairly good condition.

### NORTHERN ROAD.

Repairs from the seventh concession of Ferris northward six and a half miles. It is the main road in that district.

### NORTH-WEST ROAD.

This is the main and only opened road between Parry Sound and Byng Inlet and is used chiefly in winter. It passes through the townships of McDougall, Carling, Shawanaga, Harrison and Wallbridge and is about fifty miles in length.

Repairs have this year been made over twenty-nine miles and the bridges over Shawanaga and other rivers and streams along the route carefully and firmly repaired or renewed.

The Holland and Emery Lumber Company furnished all the necessary planking for bridges without charge, in lieu, to some extent, of the benefit which they may enjoy in having a travelable winter road. Teams have already passed over the entire length.

### PERRY AND CHAFFEY ROAD.

A mile and a half of grubbing and grading from near Novar Station of the railway about the north shore of Fish Lake, which was chopped out three years ago through low land.

A bridge with a thirty-one feet span was built and 216 rods of crosswaying were laid.

### PORTAGE ROAD.

The repair of the portage between Peninsula lake and Lake of Bays, in the township of Franklin. The traffic over this road is very heavy, amounting to 40 or 50 heavy loads daily during the summer months.

### PORT COCKBURN AND CHRISTIE ROADS.

Repairs where most necessary over some eight miles or the distance between Port Cockburn and Maple Island station of the Parry Sound railway.

### RAMA BRIDGES.

This grant was a contribution towards the renewal of several bridges in the township of Rama.

The inspector has reported that material is upon the ground for two steel bridges, that a bridge across Boyd's creek has been renewed, and one over Black river repaired. The expenditure by the township will therefore be a large one.

#### ROSSEAU AND NIPISSING ROAD.

This was the repair of a serious washout on Commanda Creek valley, involving the filling in of about one thousand cubic yards of material in order to restore the road to its original usefulness.

#### RYDE CENTRE ROAD.

Beginning at the third concession of Ryde, near Lewisham, two and a quarter miles were opened southward to the town line of Dalton, and portions of the same were graded.

Another mile was opened in the latter named township to the Dalton and Washago road, completing an intended connection, but in a somewhat rough manner through want of more money.

#### SEGUIN RIVER BRIDGE.

A new bridge having a 40 feet clear span and total length of 58 feet built over Seguin River on the Rosseau and Nipissing road in the township of Monteth. A 50 feet approach at one end and one 100 feet long at the other were also well and firmly made.

North Seguin bridge, with two lesser ones and some bad hills, were at the same time repaired and improved.

#### SINCLAIR AND FRANKLIN T. L. ROAD.

A mile and a half of grubbing and grading from lot 10 to lot 17 on the town line mentioned. This road enables settlers to the east to reach Huntsville, and is the only road they have.

#### STEPHENSON 2 AND 3 CON. BRIDGE.

A floating bridge across the Muskoka river, between concessions 2 and 3 of Stephenson township. It is 258 feet long and composed chiefly of four main stringers of dry pine and a covering of 2-inch pine plank, which supports the loads, and is reported as a satisfactory work.

#### STISTED 12 AND 13 CON. ROAD.

This was the opening of 192 rods, leaving yet 100 rods to fully complete, although the latter length has been opened as a winter road.

The work was from lot 6 westward on the concession line mentioned, making a desirable road for a settlement in Stisted to reach Rosseau.

#### STRONG 30 AND 31 SIDELINE ROAD.

Necessary repairs to a bridge over Maganetawan River, between the 1st and 2nd concession of Strong.



## SURPRISE LAKE ROAD.

The repair of a road in the Township of Laurier, leading to Surprise Lake. It is not yet fully reported.

## TINY ROAD.

A road two miles and a half in length opened and well graded from about the line between the Townships of Tiny and Penetanguishene, passing through concession 17 ; the Government Reserve, and onward.

The conditions of this grant were that \$600 would be given after the municipality had expended at least \$1,500.

## WESTPHALIA ROAD.

A grant of \$50 for replanking a bridge, the plank being supplied by the municipality.

## WILLETT ROAD.

A mile and three-quarters of repairs between Rose's Point and Parry Harbor. It is a road over which there is very heavy teaming from the railway.

## WOOD LAKE ROAD.

Repairs from the town line of Oakley towards Uffington, two miles; of which almost one-half required blasting and hauling of clay for covering of road.

Messrs. Mickle & Dymont contributed, the inspector says, \$25 towards the work.

## EAST DIVISION.

## ADDINGTON ROAD.

Fourteen miles repaired from Clare river north, and twenty-three miles between Cloyne and the Mississippi road, improving the condition of the same generally.

## ANGLESEA ROAD.

Repairs from lot number 4, Range A. W. S. Addington road in Anglesea southwesterly towards Flinton, seven miles : a useful cheese factory road.

## ALICE 25 AND 26 SIDE LINE ROAD.

One mile of repairs through concessions 9 and 10 dating from work of 1895.

## ALICE 12 AND 13 CON. ROAD.

From lot number 20 very heavy repairs were made westward about one mile. The section was both hilly and swampy.

### ALICE AND WILBERFORCE T. L. ROAD.

This work was begun where concession B. Alice intersects the town line, and was continued along the town line to the south boundary of Wilberforce, a length of a mile and a half.

Again, beginning on the same town line where the line between lots 5 and 6 intersects it, half a mile was opened southward on the last named line, making two miles altogether from Eganville, leading to Renfrew.

### ANSTRUTHER ROAD.

Ten miles of repairs from lot number 3 concession 2 Anstruther (near Apsley) to lot 38, concession 13.

### ANSTRUTHER AND CHANDOS ROAD.

From lot number 4, concession 14 Chandos, eleven miles were repaired, ending at lot 32, concession 17.

### BARRY BAY AND COMBERMERE ROAD.

From a point about half a mile east of Barry Bay repairs were extended seven miles towards Combermere.

This is a main road between Combermere and Barry Bay station, of Ontario, Ottawa and Parry Sound Railway.

### BEDFORD, 9TH CONCESSION ROAD.

Repairs were begun at Fermoy, lot 18, concession 9, Bedford, and continued to Bedford station, on the Kingston and Pembroke Railway, a distance of about thirteen miles. The road is a mail and stage line.

### BELLROCK ROAD.

Seven miles of repairs from Bellrock, in Portland, to the south boundary of the Township of Hinchinbrooke, leading to Whitman's cheese factory.

### BELL'S RAPIDS ROAD.

Repairs from between lots 15 and 16, concession 8, Bangor, north two miles to the Madawaska River and to a cheese factory.

### BUCKHORN ROAD.

Twelve miles of repairs from Hall's Bridge northward to the boundary of Harvey.

### BONFIELD 5 AND 6 SIDE LINE ROAD.

The opening of a mile and a quarter through concessions 10 and 11, giving a good outlet to Bonfield Station of the railway, and access to some good land on Lake Taillon.

### BONFIELD 30 AND 31 SIDE LINE ROAD.

Through concessions 5 and 6, three-quarters of a mile was chopped, grubbed and graded, and half a mile graded, giving an outlet for settlers to Ruther Glen station, on the Canadian Pacific Railway.

### BURLEIGH ROAD.

Sixteen miles of improvements made from about half a mile north of Burleigh Falls northward, the cost being about \$300.

### BURNT RIVER BRIDGE.

Constructed across Burnt River, on lot 8, concession 9, Somerville.

The bridge is 132 feet long, and has five openings, the main one being forty-four feet, and the remainder fourteen feet each, the whole superstructure resting upon pile piers, well driven and sheeted.

The chords are also covered with sheet iron for protection.

### BLACKDONALD AND MOUNT ST. PATRICK ROAD.

From lot 6, concession 4, Brougham, repairs were extended in a southerly direction three miles toward Renfrew.

### BLEZARD ROAD.

Improvements of a substantial character were made in this instance, from lot number 4, concession 1, to lot 6, concession 5, in the township of Blezard.

### BRUDENELL AND KILLALOE ROAD.

For the Government expenditure, \$853.74, two miles and a half of road were opened from the 3rd concession line of Hagarty, southerly on the line between lots 9 and 10. There was also spent the sum of about \$274, under the management of a committee appointed by the residents—the money being contributed by individuals—in continuing the road to Brudenell and Killoloe Station of the Ottawa, Arnprior and Parry Sound Railway to open a main and direct route for all purposes.

### CALDWELL NO. 3 ROAD.

Some three miles of grading upon portions chopped out last year, being across lots 3 to 9 inclusive, between concessions 2 and 3 Kirkpatrick. Another half mile has been brushed ready for grading.

### CAMERON ROAD.

From lots 1 to 10, concession B, Cameron, about two and a half miles were opened through a burnt district to unite with Papineau town-line.

Other repairs were made between concession B and concession 25 of a useful and necessary character.

### CARDEN AND DALTON T. L. ROAD.

A mile and a quarter of repairs and nearly a mile of new road, the repairs being from lot 25, concession 4, Carden side of line west and the new work between lots 25 and 26, Dalton, to the 1st concession. Another mile was opened from the boundary of Dalton and Rama eastward, the whole costing only \$357.60.

### CAVENDISH ROADS.

In this case the chief work was the repair of sixteen miles from near Kinmount eastward through Galway and Cavendish on the line between concessions 16 and 17 to lot number 18, where the Buckhorn road is intersected.

A road was also opened from 1 to 6 on the 17th concession for a mile and a half, largely new work, and which, with some repairs on several side roads represents seventeen miles of repairs and a mile and a half of new work.

### CHISHOLM 10 AND 11 SIDE LINE ROAD.

A mile and a half of new road, roughly opened in concessions 6 to 9.

The sum spent \$201.01, could only open the distance as a winter road.

### CHISHOLM 12 AND 13 CONCESSION ROAD.

This was the construction of a mile from lot number 5 eastward on the line mentioned. Forty rods were opened through green bush, the balance having been previously chopped out in a rough manner. A bridge, forty-two feet long, and clear opening of thirty feet was built within the distance stated.

### CHISHOLM ROAD.

Three-quarters of a mile grubbed and graded through very heavily timbered land, opposite lots 18, 19 and 20, between concessions 16 and 17, giving an outlet for many settlers to the Wisawasa road.

### CLARENDON STATION ROAD.

From Clarendon on the Kingston and Pembroke railway repairs were made westward eight and a half miles.

This road is the stage and mail route for the chief use and benefit of the townships of Oso and Olden.

### DESERT LAKE AND JANESVILLE ROAD.

Repairs beginning at lot number 4, concession 1, Bedford, and extending three miles to the south boundary of the township.

### DUMMER AND STONY LAKE ROAD,

Three miles of new road were in this case opened through a rough, rocky section about the head of Stony Lake from lot 30, concession 11, Dummer, to lots 3 and 4, concession 14, Burleigh. Some fifty men were employed and the entire work was finished in twelve days.



### DUNNET ROAD.

Work began between lots 2 and 3 concession 5, Dunnet, continuing south to concession 4, thence west to lots 6 and 7, and thence again south to the 2nd and 3rd concession line, a length of about four and a quarter miles, of which three-quarters of a mile was new work and the balance repairs.

The land in this district is of good quality, and an extension of the road southward would reach a good settlement.

### EELS CREEK BRIDGE.

A bridge 100 feet long and main opening of 32 feet on lot 37, concession 8, Anstruther. The main piers are 11 feet high.

### EGANVILLE AND FOYMOUNT ROAD.

Two miles of repairs from lot number 2 to lot number 7 in the Township of Sebastopol.

### ELDON 1 AND 2 CON. ROAD.

This work was the opening of a swamp or muskeg three-quarters of a mile long through lots 19 and 20. The entire distance being formed 3 feet 6 inches above the swamp level.

### FERRIS AND SOUTH-EAST BAY ROAD.

From lot 21, concession 3, Ferris, at what is known as Willett's crossing, a road has been opened one mile eastward to connect with the Government road for access to South-East bay.

The land was exceptionally rough, but a good location has been secured.

### FERRIS, 8 AND 9 CON. ROAD.

A narrow road had been opened by the settlers and this expenditure was for its improvement over two and a half miles.

The work was from lot number 5 westward and across the fronts of lots 22 to 28.

### FRONTENAC ROAD.

Repairs from lot 14, concession 5 of Mattawatchan northward to the Madawaska river, two miles, and thence westward along the river four miles.

### GALWAY ROADS.

Several roads in this township were improved, namely:—What is known as Reid road was repaired from lot 3 to lot 15, three miles; and on the 14th concession line two miles were repaired from lot 1 to lot 8; again between concessions 12 and 13 two miles and a half were worked upon across lots 5 to 15; while on the 10th and 11th concession line, from lot 4 to lot 22, four and a half

miles were well repaired; and lastly, there was a mile improved between lots 5 and 6 on the 13th and 14th concession line, making together fourteen and a quarter miles of substantial improvements.

#### GALWAY 4 AND 5 CON. ROAD.

Repairs were made on this line from Bobcaygeon road eastward to about lot number 5. Then again a quarter of a mile of practically new work was done, and the road put into good condition as far as lot number 8, three miles.

There was also half a mile of new road opened on the east boundary of the township, and which leads to Nogies' Creek.

#### GALWAY AND CAVENDISH ROAD.

Six and a half miles of repairs, and the opening of one mile from lot 20 Galway, to lot 14, Cavendish, and generally upon the road allowance between concessions 14 and 15. A mile remains to be opened before Buckhorn road is reached.

#### GOVERNMENT ROAD.

A road to a cheese factory and railway, and being from the line between lots 5 and 6, concession 9, Monteagle, westward on the concession mentioned—two and-a-half miles of improvement upon an old and rough road.

#### GORMANVILLE ROAD.

The repair of two miles and one of new work, the first being the improvement of the road from between lots 22 and 23, concession A, Widdifield, northward, and the latter from the line between concessions B and 1, crossing the latter concession and opening to the line between concession 1 and 2.

#### HARVEY, 29 and 30 ROAD.

Three-quarters of a mile of new road opened from between lots 28 and 29, Harvey, eastward, with a quarter mile of repairs upon the town line of Harvey and Verulum leading to the above road.

#### HASTINGS ROAD.

On this main highway through the County of Hastings ten miles of repairs were made from the north side of McKenzie lake northward, in the townships of Lyell and Sabine; sixty miles were more or less improved between Millbridge, in the south part of Tudor, and south side of McKenzie lake; and two miles and a half were repaired from lot number 20, "free grant," Wicklow northward.

#### HAGARTY AND OPEONGO ROAD.

From the 3rd concession line of the Township of Hagarty, which is near Emmet P.O., repairs were made over about 4 miles, reaching Opeongo road. This is the main road from Rockingham and Palmer Rapids to Wilno, on the Ottawa, Arnprior and Parry Sound Railway.

## HAGARTY, 4 AND 5 CON. ROAD.

Two miles of improvements from lot 28 to the western boundary of the township, leading to the new railway.

## HOWE ISLAND ROAD.

The repair of three-quarters of a mile in the township of Pittsburg, from lot 27, concession 2, to the Ferry landing. It is the only waggon road settlers have to reach the ferry and main land.

## ISLAND ROAD.

The repair of three miles on Peterson line between lots 5 and 6, northerly, to concession 6 and lots 6 and 7 in the township of Stanhope.

## JACK'S LAKE ROAD.

Three-quarters of a mile opened from lot 19, concession 16, Burleigh south towards Jack's Lake. The grant was not sufficient to finish the opening.

## JONES FALLS AND BATTERSEA ROAD.

Repairs from Jones Falls on the Rideau Canal south-westerly three miles towards Battersea, and is a cheese factory and milk road generally.

From lot 19, concession 11, Storrington repairs were extended two miles to lot 23, concession 13.

## KEENAN ROAD.

Opened from "Salter Line," concession 1, between lots 2 and 3, Caldwell west, to the line between lots 3 and 4, and thence south to the river—a mile and a-quarter of grading and ditching.

## KENNEBEC ROAD.

Repairs from a point about five miles south of Arden for eleven miles in the direction of Tamworth. It is a main highway and is known also as Tamworth and Arden road.

## KILLALOE AND ROCHEFORT ROAD.

Three miles of improvements in the Township of Hagarty extending to Rochefort and leading to Killaloe station of the O. A. & P. S. Railway.

## KILLALOE AND EGANVILLE ROAD.

Repairs from lots 26 and 27, concession 8, South Algona, extending westerly about three miles and a half.

It is a road over which there is a large amount of traffic.

## LAVANT ROAD.

From the boundary between Palmerston and Lavant repairs were extended eastward to McPhail's bridge, a distance of about ten miles. It is the main road in that district to the railway. There were also eight miles and a half of repairs effected from the above starting point westward to Ompah.

## LOUGHBORO' ROAD.

Repairs from the south boundary of the township of Loughboro' northward along the road allowance on the west side of the township, three miles on largely a cheese factory road.

## LUTTERWORTH ROAD.

From Miner's Bay, lots 17 and 18, concession 7, two miles and a half were repaired westward to Belfrey's school house, and again from the school south five miles were substantially improved.

## MADAWASKA BRIDGE.

A bridge over the river named on the Hyde's Chute and Sanson road. The work of renewal is now in progress as ice and snow are required for procuring timber, and it can therefore be built more economically during the winter months.

## MATTAWATCHAN BRANCH ROAD.

This expenditure represents two miles of repairs from Hyde's Chute and Sanson road (about five miles north of Hyde's Chute) westward to lot 26, concession 6, township of Griffith. It is a very rough section.

## MATTAWA AND CALLENDER ROAD.

Two miles of repairs in the township of Calvin, between lots 5 and 17.

## MATTAWA BRIDGE.

This was a contribution of \$200 towards the repair and re-planking of this large bridge, the municipality supplementing the grant with \$152.

## MATTAWA AND TEMISCAMINGUE ROAD.

Two and a quarter miles of repairs and three-quarters of a mile opened through light brush and timber on the 4th concession line of Mattawan township.

## McCONNELL'S CREEK BRIDGE.

A bridge erected over McConnell's Creek on lot 13, range 8, township of Ralph. Two abutments 12 feet high, 14 feet by 20 feet; an opening of 12 feet and full length of 100 feet completed the structure.

## METHUEN ROAD.

Eleven miles of repairs from lot 25, concession 4, Chandos, to lot 8, concession 2, Methuen.



### MONTEAGLE ROAD.

Repairs with grading from lot 21, concession 6, Monteagle, southward about three and a half miles. It is an important highway leading to the Irondale, Bancroft and Ottawa railway.

### MONTEAGLE VALLEY SETTLEMENT ROAD.

From Mississippi road, about a mile and a half east of Bancroft, repairs were extended about eight miles to lot number 11, concession 5, of Monteagle; a milk and cheese factory road very largely.

### MONMOUTH ROAD.

This work was begun at lot number 32, concession 4, Dysart, and continued easterly to lot 28, concession 14, of Monmouth; a course of general repairs extending over eleven miles.

### MONMOUTH BRANCH ROAD.

From lot 17, concession 12, to lot 18, concession 11, Monmouth, a mile and a half of repairs were made over a road upon which nothing had been spent for eighteen years.

### MOUNTAIN ROAD.

Repairs from lot 5 in the 10th concession of Kennebec eastward three miles and a half towards Parham.

### MUD LAKE NARROWS BRIDGE.

This bridge is in the township of Carden, on the main road between Kirkfield, Bolsover, Sebright and Orillia, and first erected twenty-seven years ago.

In the year 1889 the upper portion was renewed at a cost of \$851.73, of which the County of Victoria contributed one-half.

This season further and very permanent work was done in the introduction of three additional crib piers, reducing fifty feet spans to openings of about twenty feet, and which, with other repairs, cost \$459.60, the county giving \$50 of this sum. The structure is 240 feet long, and with the shortened spans can no doubt be maintained in future without Government aid.

### NOGIE'S CREEK ROAD.

From lot 17, concession 16, Harvey, repairs were made northward to Bass Lake settlement in Galway, crossing the Galway boundary at lot 22, concession 14, covering a length of about six miles.

The object of this road is to serve a settlement at Bass Lake, and open to a number of lots which are located but without means of ingress or egress.

### NORTH HARVEY ROAD.

Ten miles of repairs from lot 6, concession 1, Harvey, westward to lot 21, concession 13.

## NORTH METHUEN ROAD.

The repair of fifteen miles from the boundary of Cardiff and Chandos (lots 23 and 24) to lot 27, concession 5, Chandos.

## NORTH SHORE ROAD.

General repairs over seven miles, beginning at lot 14, concession 8, Dysart, and extending to lot 27, concession 7, of Minden.

## OPEONGO ROAD.

Four miles of repairs from D'Acre eastward.

## OPINICON ROAD.

A bridge was built at the outlet of Rock Lake, which is altogether 75 feet long; and five miles of road were repaired from lot 8, concession 14, Storrington, to lot 16 at the south boundary of Bedford.

## PALMER RAPIDS AND BUDRICH ROAD.

About two miles of repairs from a point a mile and a half east of Palmer Rapids southerly. The road leads into and accommodates a large German settlement in the township of Raglan.

## PAPINEAU 8 AND 9 CON. ROAD.

Two and a quarter miles opened through a burnt district from lot number 1 Cameron west to lot 13 and up to lot 17, giving an outlet to Mattawa.

## PAPINEAU 10 CON. ROAD.

The opening of two miles and a half of new road, beginning at the 10th concession and extending south between lots 30 and 31 to concession 8, and thence west from lot 30 to the town line of Calvin, opening a way for a German settlement in Calvin who previously had no general highway.

## PAUQUETT'S RAPIDS ROAD.

From about one mile south-east of Westmeath village three and a half miles were repaired along the southeast side of Ottawa River.

## PETERSON ROAD.

Eleven miles repaired from about five miles west of Combermere westward.

## PIGEON LAKE ROAD.

Seven miles of repairs from lot 9, concession 10, Harvey westward to Pigeon lake.

## PIGEON CREEK AND MUD LAKE ROAD.

A small grant for the repair of the road, chiefly through the township of Ennismore.

### ROUND LAKE ROAD.

Repairs between concessions 9 and 10 of Belmont across lots 20 to 25, and in addition, 65 rods of crosswaying, representing more than two and a half miles of work.

### RIDEAU LAKE ROAD.

Fifty dollars spent upon some necessary crosswaying between Fermoy and Westport.

### SEBASTOPOL AND LYNDON ROAD.

Repairs from lot number 1, concession 4, Sebastopol, to lot 7, a length of two miles. This road leads from a German settlement, and intersects the Opeongo road at Vaubrough.

### SEBASTOPOL AND GRATTAN ROAD.

The repair of a mile and a quarter on the town line indicated, from lot number 30 eastward.

### SNOWDON ROAD.

A road six miles long between Irondale and Gelert station, in the township of Snowdon, was repaired through almost the entire length.

This road is about twenty years old, and not having had anything done upon it since that time was in almost an impassable state.

### SOUTH ALGONA 2 AND 3 CON. ROAD.

A mile of new road was opened from lot 30 to lot 34, between the concessions mentioned, and another mile from lot 6, concession 3 westward leading to a cheese factory.

### SOUTH ALGONA 5 CON. ROAD.

This was the opening of a mile and a quarter across lots 10 to 15 as a branch to connect with Eganville and Foymount road leading to the railway.

### SOUTH SHORE ROAD.

Some three and a half miles opened, beginning at lot 32, concession 18 Ferris and continuing from thence eastward to lot 20 on the line between concessions 16 and 17.

### SHIELD'S PIT ROAD.

The grading of a mile and three-quarters in the township of Calvin from lot 29, concession 8, west to the boundary between Calvin and Bonfield. This road is now completed between Eau Claire and Ruther Glen a distance of seven or eight miles.

## SHAMROCK AND DENNEHAN ROAD.

Repairs from Opeongo road (about two miles west of Shamrock) northerly three miles,

## SQUAW RIVER ROAD.

This work was from lot 20, concession 12 Harvey to lot 31, concession 13, about six miles, of which two were very nearly new. The inspector recommends an extension of this road for the accommodation of settlers.

## SUDBURY AND MASSEY BAY ROAD.

Two miles and a half of road were opened from lot 10, concession 1, on the boundary between Garson and Neelon to lot number 6. Again, from lot 5, concession 2 Garrow, work was continued in a northeasterly direction to lot 6, concession 4 of Scadding, on the shore of Massey Bay on Lake Wahnipitæ. This latter distance is about twelve miles; three of which were deviations, and the balance general repairs. Two daily stages travel over this route in addition to a large general traffic.

## SPRINGER ROAD.

From concession A, Springer, about a mile and a half of repairs were made, with ditching, between lots 1 and 2. Half a mile of new road was also opened towards Lake Nipissing, leaving yet half a mile before the shore is reached.

In another portion of the township, namely from lot 11, concession 5, northward to lot 9, concession 1 Field, some two miles were opened and two miles of old road repaired.

## STURGEON RIVER ROAD.

Six miles of heavy and substantial repairs from lots 4 and 5 concession 2, Springer, north to the boundary of Springer and Field; thence east one mile on the boundary line, and thence south to the river. There is about a mile and a half of new work here in addition to the repairs. Land is being rapidly taken up in this district and a large number of settlers are already upon the farms.

## STAFFORD 4 AND 5 CONCESSION ROAD.

Two miles repaired from one mile north of the south boundary of Stafford northward to Fish Creek.

## TEMISCAMINGUE ROAD.

The improvement of a section of low, swampy land and, in addition to the expenditure of \$300 by the Government the settlers gave, it is reported and understood, fully \$100 worth of labor.

## VADER'S BRIDGE.

The repair of a bridge which it is stated was first built about twelve years ago over the outlet of Lavelle lake on the line between lots 26 and 27, concession 4 of the township of Faraday. The bridge is 300 feet long.



### VANSICKLE ROAD.

A mile was opened across lots 1 and 2 for the purpose of reaching a cheese factory ; and four miles were repaired from lot 3 concession 1, Methuen, westward to the 4th concession. The district is hilly.

### VERNER AND BADGEROW ROAD.

Repairs amounting to five and a quarter miles, and one mile of new work from lots 9 and 10 concession 6, Caldwell, to lots 7 and 8 concession 6 of Badgerow.

### WELLINGTON ROAD.

From lot 34, concession 1, Anstruther, eight miles of repairs were made reaching to lot 20, concession 2, Chandos.

### WESTMEATH 10 AND 11, SIDE LINE ROAD.

Two miles of repairs through concessions 5 and 6 of Westmeath, the main road to Cobden station on the Canadian Pacific Railway.

### WIDDIFIELD ROAD.

Repairs through concessions B to 3, both inclusive. Through concessions 4 and 5 the road was chopped out and some grading done.

A bridge was also built over Duchesney creek on the same line (between lots 20 and 21) 94 feet long, well and firmly constructed.

### WILBERFORCE 16 CONCESSION ROAD.

A mile and a quarter opened across lots 32 to 35 leading to the railway.

### WISAWASA ROAD.

The grading of three-quarters of a mile through the 13th concession of Chisholm to meet the road now opened between concessions 12 and 13,

A mile and a half was also partially repaired making—the inspector says—good roads in that township.

### WYLIE ROAD.

Repairs from Chalk river station on the Canadian Pacific Railway about four miles, all in the township of Wylie.

## MINING ROADS.

### BONHEUR AND SAW BILL LAKE ROAD.

In making this location three routes were considered, namely : from Martin, English River, and Bonheur.

As to distance and grades there was no serious difference, but the line from Bonheur was selected because of less swamp and consequently less crosswaying to be done and which latter is always expensive, and if it can be avoided, undesirable.

The road begins at Bonheur station of the Canadian Pacific Railway, and from thence is made in a southwesterly direction until it crosses Gull river when a still more southwesterly course is followed so as to cross the portage between Gull lake and Surprise lake keeping close to the latter lake.

Owing to the rough country between Gull lake and Red Paint lake it became necessary to keep further westward, and, when within two miles of Red Paint lake the line was changed a little eastward to get about the lake, but from this point a fairly direct course was taken to Saw Bill lake.

The entire length of road is thirty and a half miles, chopped out thirty feet wide, grubbed twenty feet wide and graded the entire length, excepting the length crosswayed which aggregates a distance of five miles and a half.

Three bridges only occur over the entire distance, and each has but an opening or span of 40 feet.

Upon the first five, and last mile the timber was light ; but the balance was of heavy growth, and the labor of opening it by no means easy.

Two rather heavy hills occur on the line which could not be avoided, but teams have hauled 2,400 pounds over them without much difficulty, and with some further outlay in improving these and covering crossways for protection against fire, it may be characterized as a good road, and the best mining road ever built in the country.

### JACKFISH BAY AND LONG LAKE ROAD.

A continuation from last year's operations a little over three miles to mining location 220, passing through a rough, broken area, but easy grades have been secured and the work understood to be very satisfactory.

### RAT PORTAGE AND RAINY LAKE ROAD.

This road was continued from near Hilly lake almost to mining location 219—or Pine Portage mine. There is a very considerable amount of traffic over this road to mines, and the inspector says it should be continued to Long Lake Narrows.

### ROSSLAND ROAD.

A road opened from the vicinity of Rat Portage through lands which are in some degree agricultural, but leading principally to mines and mining lands. The length is some 5 miles and the road is an excellent one. A larger expenditure was made than at first contemplated, and it is desirable that an additional sum be given to complete the work and pay the men employed.

### SCHREIBER BRIDGE.

A structure of 104 feet long, having three spans of 26 feet each and two spans of 15 feet each, with two main piers  $22\frac{1}{2}$  feet high. It crosses a deep ravine near the village of Schreiber, and was a necessary work to give access to mining and other lands.

### SHOAL LAKE AND BAD VERMILLION ROAD.

Half a mile of road was opened towards Bad Vermillion lake, partly on mining location 712P; and from a point about half a mile from Mine Centre two miles and a quarter were repaired reaching to what is known as Sand Hill.

Portions of the road had been crosswayed by the Ferguson Mining Company, but it was not sufficiently wide for general traffic.

### TURTLE LAKE ROAD.

This road was commenced at a bay on Bad Vermillion lake, near the south-east corner of mining location H.P. 9S, from whence it was continued north-westerly to Turtle lake, passing through about the centre of mining location H.P. 439—a distance of three and a quarter miles, all of which was graded and opened forty feet wide. This road connects with Shoal Lake and Bad Vermillion mining road by water in summer and ice during the winter months.

### WABIGOON MANITOU, AND RAINY LAKE ROAD.

Beginning at the head of Minnehaha lake this road is constructed to and passes over to Trafalgar bay on Lake Manitou, a length of, practically, seven miles and a half. The district through which the road is made is hilly but good grades have been established and the whole length well graded, excepting a mile and a half which was crosswayed.

In connection with this work and in terms of the appropriation, a dam was constructed on Manitou river 248 feet long and eight feet high from the mud sill, with a stop-log gate twelve feet wide, and a waste-gate also. The effect of this dam is to raise the water sufficiently to provide navigation over the entire length of Manitou lake, which is about fifty miles.

A second dam was built above the falls of Wabigoon river at the village of Dryden. This structure is 140 feet long, from five to eight feet in height, built of squared timber throughout, and of a most substantial character. It is built up to what is understood to be high water mark of the lake, the effect of which will be and is making navigable the whole length of Lake Wabigoon, some thirty miles.

# SUMMARY OF EXPENDITURE ON COLONIZATION ROADS AND BRIDGES IN THE YEAR 1897.

Name of work.		Departmental expenditure.	Municipal grants.
NORTH DIVISION.		\$ c.	\$ c.
Balfour roads and Chelmsford	bridges	746 26	
Bar River	"	332 16	
Bridge repairs, West Algoma		519 77	
Bruce Mines and Desert Lake	road	499 90	
Bruce Mines and Ophir	"	75 00	
Carpenter and Lash	"	500 00	
Coffin and Coffin, Additional	"	586 74	
Coffin and Galbraith boundary	"	100 12	
Crozier and Lash	"	950 00	
Eades Hill and McLean's Mountain	"	198 78	
Grassy River (balance)	"	16 43	
Galbraith, 2nd Con	"	300 00	
Grand Portage	"	521 47	
Gladstone, 4th Con	"	400 01	
Garden River	bridge	180 00	
Honora Bay	road	301 42	
Ignace and Sturgeon Falls	trail	43 59	
Inspection		3,297 45	
Jackfish Bay	road	4 98	
Keewatin bridge	piers	2,350 00	
Lavelle (balance)	bridge	16 16	
La Cloche	"	150 00	
Lake Shore	road	200 00	
Lees	"	400 46	
Little Current and Sheginandah	"	399 15	
Manitowaning and Michael's Bay	"	500 02	
Mindemoya	"	280 00	
Miller's	bridge	300 00	
Mindemoya and Sandfield	road	292 30	
Mudge and Gore Bay	"	480 00	
Minnehaha and Mountain Lake Portage	"	50 00	
Ottertail Creek	dam	500 00	
Oliver Township	roads	300 00	
Pine River (balance)	bridge	10 13	
Pine Portage (balance)	road	17 00	
Parke Township	"	300 00	
Parkinson	"	529 13	
Port Finlay and McKay's	"	399 19	
Prince Township	"	180 00	
Rainy River	"	1,000 00	
Rainy River, Shoal Lake and other	trails	200 00	
Rayside	roads	490 00	
Robinson, Dawson and Burpee	"	504 05	
Savanne (balance)	road	5 14	
Seine River and Manitou	trail	35 00	
South Bay and Mudge Bay (balance)	roads	3 70	
Spanish River ferry scow	"	60 73	
St. Joseph Island	roads	631 18	
Savanne	bridge	750 00	
Slate River	road	700 00	
Spanish River and Kenabutch	"	500 00	
Tarantorus and Rankin	"	45 00	
Thessalon River	bridge	413 50	
Vermillion River	"	2,664 00	
Victoria and Salter T. L	road	198 75	
Wabigoon	bridge	825 00	
Wainwright and Eton	roads	2,070 00	
Woodyatt	"	750 00	
Total		29,053 67	



## SUMMARY OF EXPENDITURE—Continued.

Name of work.	Departmental expenditure.	Municipal grants.
	\$ c.	\$ c.
WEST DIVISION.		
Armour and Kearney .....	road	400 02
Armour and Strong .....	"	468 46
Baxter .....	bridges	729 22
Bethune, 25 and 26 S. L. ....	road	514 25
Bethune, 5 and 6 S. L. ....	"	250 11
Broad River (balance) .....	bridge	28 31
Christie (balance) .....	road	31 36
Chapman and Lount T. L. ....	"	501 78
Christie, No. 2, and Port Cockburn .....	roads	720 00
Christie and Foley .....	road	240 00
Dalton and Washago .....	"	441 25
Distress River .....	bridge	490 65
Draper, 7 Con .....	road	200 20
Golden Valley .....	"	502 00
Gough .....	bridge	511 89
Gurd .....	road	304 68
Himsworth, 5 and 6 S. L. ....	"	506 50
Inspection .....		1,250 00
July .....	bridge	351 30
Kearney, No. 1 .....	road	301 14
Laurier, 12 and 13 Con .....	"	500 39
Magnetawan .....	"	498 51
Maganetawan River .....	bridge	600 00
Monteith and Perry .....	road	305 53
McKellar Centre .....	"	503 25
Mills and Golden Valley .....	"	300 26
Monteith, 10 and 11 S. L. ....	"	301 10
Macaulay .....	"	299 14
Muskoka and Bobcaygeon .....	"	503 66
McDougall .....	"	351 60
McAmmond .....	bridge	319 58
North Seguin River (balance) .....	"	26 74
Northern .....	road	551 75
North-West Road .....	bridges	1,249 32
Portage .....	road	513 70
Perry and Chaffey .....	"	592 63
Ryde Centre .....	"	424 30
Rosseau and Nipissing .....	"	200 08
South River .....	bridge	41 38
Surprise Lake .....	road	180 00
Seguin River .....	bridge	472 25
Stephenson, 2 and 3 Con .....	"	200 00
Stisted, 12 and 13 Con .....	road	350 65
Sinclair and Franklin T. L. ....	"	206 00
Strong, 30 S. L. ....	"	34 25
Tiny .....	"	600 00
Willetts .....	"	150 36
Wood Lake .....	"	180 00
		19,199 55
Less Township of Monck grant to Beaver Creek Bridge of 1896		66 21
Total .....		19,133 34
EAST DIVISION.		
Addington .....	road	1,046 08
Anstruther .....	"	300 00
Anstruther and Chandos .....	"	309 00
Alice, 25 and 26 S. L. ....	"	300 00

SUMMARY OF EXPENDITURE—*Continued.*

Name of work.	Departmental expenditure.		Municipal grants.	
	\$	c.	\$	c.
EAST DIVISION— <i>Continued.</i>				
Alice and Wilberforce T. L. .... road	280	00		
Alice, 12 and 13 Con. .... "	303	25		
Anglesea .... "	201	37		
Bedford, 9 Con. .... "	500	00		
Bellrock .... "	398	74	100	00
Burleigh and Jack's Lake. .... roads	500	00		
Buckhorn .... road	397	67		
Barry Bay and Combermere .... "	400	15		
Black Donald and Mt. St. Patrick .... "	280	00		
Brudenell and Killaloe .... "	853	74		
Bonfield, 30 and 31 S. L. .... "	300	00		
Blezard .... "	304	93		
Burnt River .... bridge	603	24		
B-I-I's Rapids .... road	101	25		
Bonfield, 5 and 6 S. L. .... "	466	79		
Bonnechere (balance) .... bridge	143	44		
Brudenell and Killaloe (balance) .... road	34	10		
Clarendon Station .... "	403	77		
Cameron .... "	301	58		
Carden and Dalton T. L. .... "	257	60		
Chisholm, 12 and 13 Con. .... "	498	65		
Carden and Dalton .... "	100	00		
Cavendish .... roads	616	09		
Caldwell, No. 3 .... road	400	00		
Chisholm, 10 and 11 S. L. .... "	201	01		
Chisholm, 5 and 6 Con. .... "	302	29		
Desert Lake and Janesville .... "	400	00		
Dunnett .... "	400	00		
Dummer and Stony Lake .... "	508	20		
D'Acres and Opeongo (balance) .... "	23	90		
Eldon, 9 Con. .... "	80	00		
Eels' Creek .... bridge	221	75		
Eganville and Foy .... road	301	68		
Eldon, 1 and 2 Con. .... "	380	00		
Ferris and South-East Bay .... "	502	07		
Ferris, 8 and 9 Con. .... "	200	50		
Frontenac and Mattawatchan .... "	292	55		
Galway and Cavendish .... roads	758	10		
Galway .... "	627	76		
Gormanville .... road	400	90		
Government .... "	52	00		
Galway, 4 and 5 Con. .... "	410	63		
Hinchinbrooke (balance) .... "	12	87		
Hastings .... "	1,261	36		
Howe Island .... "	60	00		
Hagarty and Opeongo .... "	284	54		
Hagarty, 4 and 5 Con. .... "	302	54		
Island .... "	300	00		
Inspection .... "	3,029	80		
Jones' Falls and Battersea .... road	780	30		
Kennebec .... "	497	20		
Keenan .... "	299	10		
Killaloe and Eganville .... "	300	23		
Killaloe and Rochefort .... "	440	00		
Lutterworth .... "	300	42		
Loughboro' .... "	250	00	50	00
Lavant .... "	900	00		
Mattawaska .... bridge	1,217	50		
Muttawa .... "	200	00		
Mountain .... road	400	00		
Monteagle .... "	401	68		

SUMMARY OF EXPENDITURE—*Concluded.*

Name of work.	Departmental expenditure.		Municipal grants.	
	\$	c.	\$	c.
EAST DIVISION— <i>Continued.</i>				
Monteagle Valley Settlement . . . . .	road	200	00	
Monmount, M. Branch and North Shore . . . . .	roads	893	77	
Mud Lake Narrows . . . . .	bridge	409	60	50 00
Methuen . . . . .	road	204	38	
Mattawatchan Branch . . . . .	"	303	26	
McConnell's . . . . .	bridge	223	00	
Mattawa and Callender . . . . .	road	304	37	
Mattawa and Temiscamingue . . . . .	"	403	25	
North Harvey . . . . .	"	424	31	
Nogie's Creek and Harvey 29 and 30 . . . . .	"	694	73	
North Methuen . . . . .	"	300	00	
Opinicon . . . . .	"	399	70	
Opeongo . . . . .	"	402	89	
Pembroke and Barry Bay (balance) . . . . .	"	8	75	
Palmer Rapids and Budrick . . . . .	"	300	76	
Papineau 8 and 9 Con . . . . .	"	505	21	
Paquette's Rapids . . . . .	"	301	99	
Pigeon Lake . . . . .	"	209	58	
Papineau, 10 Con . . . . .	"	399	63	
Peterson . . . . .	"	200	00	
Pigeon Creek and Mud Lake . . . . .	"	200	00	
Round Lake . . . . .	"	250	00	
Rideau Lake . . . . .	"	50	00	
Rama . . . . .	bridges	1,000	00	
Shield's Pit . . . . .	road	405	25	
Sturgeon River . . . . .	"	504	00	
Shamrock and Deenahan's . . . . .	"	305	70	
Stafford, 4 and 5 Con . . . . .	"	305	59	
South Algona, 2 and 3 Con . . . . .	"	597	32	
South Algona, 5 Con . . . . .	"	300	65	
Sudbury and Massey Bay . . . . .	"	997	65	
Squaw River . . . . .	"	298	40	
Springer . . . . .	"	702	18	
Sebastopol and Lyndoch . . . . .	"	293	61	
Sebastopol and Grattan . . . . .	"	199	50	
South Shore . . . . .	"	500	29	
Snowdon . . . . .	roads	402	30	
Temiscamingue . . . . .	"	300	00	
Vaders . . . . .	bridge	100	84	
Verner and Badgerow . . . . .	road	500	09	
Vansickle . . . . .	"	100	00	
Wilberforce, 1st S. L. (balance) . . . . .	"	37	50	
Wylie . . . . .	"	302	41	
Widdifield . . . . .	"	408	26	
Westmeath, 10 and 11 S. L . . . . .	"	400	00	
Wilberforce, 16 Con . . . . .	"	299	91	
Wellington . . . . .	"	99	50	
Wissawasa . . . . .	"	399	64	
Total . . . . .		45,192	09	

### RECAPITULATION.

I. North Division .....	\$29,053 67
II. West Division.....	19,133 34
III. East Division .....	45,192 09
Total Departmental Expenditure.....	\$93,379 10

### MUNICIPAL GRANTS REFERRED TO IN ABOVE.

Township of Loughboro' .....	\$ 50 00
County of Victoria.....	50 00
Township of Portland.....	100 00
Total.....	\$200 00

### MINING ROADS, 1897.

Bonheur and Saw Bill Lake road.....	\$19,443 10
Jack Fish Bay " .....	900 00
Partridge Lake and Seine River trail.....	30 00
Rat Portage and Rainy Lake road .....	600 00
Rossland " .....	800 00
Schrieber bridge .....	300 00
Shoal Lake and Bad Vermillion road .....	500 00
Turtle Lake " .....	1,983 55
Wabigoon and Manitou roads .....	8,429 40
Total .....	\$32,986 05

HENRY SMITH,

Superintendent of Colonization Roads.

DEPARTMENT OF CROWN LANDS,

TORONTO, 31st December, 1897.



## APPENDIX No. 30.

List of Persons holding Culler's Licenses issued under The Ontario Culler's Act  
31st December, 1897.

Name.	P. O. Address.	Name.	P. O. Address.
Anderson, M. M. ....	Almonte.	Bennett, Edward Clinton ....	Ahmie Harbor.
Allan, James D. ....	Bracebridge.	Blaine, Harvie Thomas ....	Orillia.
Appleton, Erwin B. ....	Bracebridge.	Barrett, Thomas. ....	Barrie.
Albert, Andrew. ....	Ottawa.	Bray, James. ....	Kinnmount.
Adams, J. Q. ....	Longford Mills.	Bissell, George Thomas ....	Trenton.
Anderson, Patrick J. ....	Campbellford.	Baxter, Richard. ....	Deseronto.
Anderson, J. C. ....	Gravenhurst.	Breeaugh, Edward. ....	Deseronto.
Allan, Alfred. ....	Ottawa.	Boyd, George A. ....	Thessalon.
Aikins, Geo. M. ....	French River.	Buchan, Frederick. ....	Arnprior.
Appleby, Ridley. ....	Katrine.	Barrett, Patrick. ....	Arnprior.
Adams, James M. ....	Sault Ste. Marie.	Brundage, Alfred W. ....	Pembroke.
Aylward, James. ....	Peterborough.	Brougham, Thomas. ....	Eganville.
Archibald, John L. ....	Keewatin.	Blair, Robert I. ....	Arnprior.
Austin, Wm. G. ....	Renfrew.	Benson, John W. ....	Sturgeon Bay.
Anderson, Charles. ....	Little Current.	Beck, Charles M., Jr. ....	Penetanguishene.
Anderson, John. ....	Cartier.	Beatty, W. J. ....	Coldwater.
Adair, Thomas Albert. ....	Gananoque.	Burns, C. W., Jr. ....	South River.
Anderson, J. G. ....	Alpena, Mich.	Bell, John Henry. ....	Burk's Falls.
Alexander, Samuel. ....	Arden.	Bettes, John Hiram. ....	Muskoka Mills.
Adams, Wm. ....	Westmeath.	Brady, John. ....	Renfrew.
Armstrong, James Theodore. .	McKellar.	Beattie, W. J. ....	Arnprior.
Boland, Abraham. ....	Cartier.	Bromley, William. ....	Westmeath.
Brown, Singleton. ....	Bracebridge.	Bissell, Hartie. ....	Trenton.
Barry, Thomas James. ....	Hastings.	Brown, Robert. ....	Starrat.
Blanchet, Paul Frederick. ....	Ottawa.	Beaton, Hugh. ....	Waubauskene.
Bird, W. S. ....	Parry Sound.	Bailey, Arthur. ....	Parry Sound.
Bayley, James T. ....	Gravenhurst.	Burd, James Henry. ....	Parry Sound.
Bell, Henry. ....	Ottawa.	Bailey, Samuel James. ....	Orillia.
Beach, Herbert Mahlon. ....	Ottawa.	Burton, Tuswood. ....	Renfrew.
Barry, Thomas. ....	Millbridge.	Boyes, James. ....	Huntsville.
Beaty, W. R. ....	Parry Sound.	Brown, John. ....	Rockdale.
Brooks, Frederick William. ....	Mackey's Station.	Brennen, Edward Scott. ....	Sundridge.
Brown, Robert D. ....	Port Sydney.	Bell, John Arguey. ....	Klock's Mills.
Breed, Arthur G. ....	Penetanguishene.	Callaghan, Dennis. ....	Trenton.
Barnes, Thomas George Lee. .	Muskoka Mills.	Campbell, Alexander J. ....	Trenton.
Buchanan, Robert. ....	Coldwater.	Carson, James. ....	Bracebridge.
Beck, Jacob Frederick. ....	Penetanguishene.	Campbell, J. M. ....	Bracebridge.
Bird, Joseph Manly. ....	Muskoka Mills.	Campbell, Robert. ....	Bracebridge.
Boyd, John F. ....	Thessalon.	Clairmont, Joseph. ....	Campbellford.
Brandon, Martin W. ....	Peterborough.	Clarison, Robert J. ....	Parry Sound.
Bell, John C. ....	Peterborough.	Carruthers, Aaron. ....	Hintonburg.
Bartlett, George W. ....	Warren.	Caldar, Wm. J. ....	Back Lake.
Brown, Silas. ....	Klock's Mills.	Chew, Joseph. ....	Gravenhurst.
Bo'and, W. G. ....	Eganville.	Cole, James Colin. ....	Ottawa.
Baulke, George R. ....	Aylmer, Que.	Cameron, William. ....	Collins' Inlet.
Bromley, Thomas. ....	Pembroke.	Cain, Robert. ....	Midland.
Bremner, John L. ....	Admaston.	Crawford, Stephen W. ....	Thessalon.
Bromley, W. H. ....	Pembroke.	Cochrane, George. ....	Peterborough.
Bowers, Isaac. ....	Little Current.	Coburn, John. ....	Lindsay.
Brown, Thomas. ....	Barrie.	Crowe, Nathaniel. ....	Bobcaygeon.
Bass, Walter R. ....	West Huntingdon.	Cameron, Alexander. ....	Norman.
Bates, Robert. ....	Rat Portage.	Chrysler, Frank R. L. ....	Webbwood.
Bick, Thomas. ....	Bobcaygeon.	Carson, Hugh. ....	Rat Portage.

APPENDIX No. 30.—*Continued.*

Name.	P. O. Address.	Name.	P. O. Address.
Carson, Melvin .....	Little Current.	Farrell, W. H. ....	Ironside, Que.
Cameron, John K. ....	Spanish River.	French, Lewis Wm. ....	Bying Inlet.
Cassidy, William .....	Little Current.	Fraser, Wm. A. ....	Mattawa.
Coons, George Washington ..	Peterborough.	Fortune, Owen .....	Trenton.
Chisholm, George Leopold ..	Sault Ste. Marie.	Fraser, David .....	Norman.
Chalmers, George James .....	Peterborough.	France, John .....	Collins' Inlet.
Caverly, David Charles .....	Parry Sound.	Ferguson, Ernest A. ....	Baysville.
Campbell, Archibald J. ....	Little Current.	Ford, Charles .....	Wahnapiatae.
Close, John L. ....	Arnprior.	Fraser, Alexander, Jr. ....	Westmeath.
Campbell, James R. ....	Eganville.	Fairbairn, William .....	Calabogie.
Campbell, John A. ....	Galetta.	Fraser, Wm. A. ....	Pembroke.
Caillier, Hyacinthe .....	Arnprior.	Fraser, Foster .....	Pembroke.
Chamberlin, Thomas .....	Bobcaygeon.	Fraser, William .....	Little Current.
Cooper, David Allan .....	Millbrook.	Fraser, Hugh Alexander .....	Pembroke.
Cox, Henry .....	Bellerica, Que.	Flaherty, John .....	Lindsay.
Currie, James .....	Ottawa.	Fisher, William .....	Trenton.
Clarkson, A. E. ....	Midland.	Fox, Thomas .....	Deseronto.
Clairmont, E. ....	Gravenhurst.	Falls, James W. ....	Sturgeon Bay.
Cameron, W. F. ....	Sturgeon Bay.	Fairbairn, N. H. ....	Webbwood.
Connolly, Daniel .....	Gravenhurst.	Freil, John .....	Trenton.
Campbell, P. C. ....	Sault Ste. Marie.	Fox, Charles .....	Trenton.
Cadenhead, Alexander .....	Midland.	Feathers-onhaugh, Wm. Henry ..	Penetanguishene.
Carpenter, R. J. ....	Arnprior.	Fraser, Schuyler .....	Westmeath.
Christie, William Pringle .....	Severn Bridge.	Feren, Joel .....	Savanne.
Campbell, C. V. ....	Sault Ste. Marie.	Fraser, Duncan .....	Big Forks.
Clegg, Samuel .....	Peterborough.	Green, Norman A. ....	Gilmour.
Clairmont, William L. ....	Gravenhurst.	Green, Samuel E. ....	Parry Sound.
Cahill, Thomas .....	Nosbonsing.	Grant, John .....	Finint.
Chew, Manley .....	Midland.	Greene, Arthur .....	Ottawa.
Cooper, James Eddly .....	Saurin.	George, R. ....	Parry Sound.
Cook, Reinhardt .....	South River.	Gardiner, John .....	Parry Sound.
Crowe, Cecil .....	Bobcaygeon.	Golden, Frank J. ....	Trenton.
Cassidy, S. C. ....	Dunchurch.	Garson, Robert .....	The-sal-n.
Charleson, John Baptiste .....	Ottawa.	Gropp, August .....	Penetanguishene.
Comer, Billa F. ....	Tweed.	Grozelle, Antoine D. ....	Muskoka Mills.
Carter, George .....	Sundridge.	Goulais, James .....	Peterborough.
Durrill, John W. ....	Ottawa.	Grayson, Charles .....	Keewat-n.
Dickson, John .....	Sundridge.	Gladstone, Henry E. ....	Cook's Mills.
Danter, R. W. ....	Parry Sound.	Graham, Edward G. ....	Wahnapiatae.
Doyle, T. J. ....	Eau Claire.	Griffin, James .....	Spanish River.
Dobie, Alexander R. ....	Blind River.	Gordon, Alexander B. ....	Pembroke.
Donally, Richard S. ....	Sudbury.	Gareau, Noah J. ....	Pembroke.
Devine, William .....	Cook's Mills.	Gordon, Robert W. ....	Pembroke.
Durrill, William .....	Nosbonsing.	Guertin, Nelson .....	Petawawa.
Draper, Patrick .....	Quyon, Que.	Gardener, John .....	Rat Portage.
Davis, J. P. ....	Bobcaygeon.	Gunter, Peter M. ....	Gilmour.
Drum, Patrick .....	Belleville.	Glennie, William .....	Millbridge.
Durham, Edgar S. ....	Rosseau.	Gorman, Maurice J. ....	Fenelon Falls.
Duquette, Charles .....	Webbwood.	Gillies, John A. ....	Braeside.
Davis, William Albert .....	Bobcaygeon.	Gadway, John .....	Parry Sound.
Dickson, Robert Alexander ..	Keene.	Garrow, Edward .....	Nipissing Junction.
Dawkins, John .....	Gravenhurst.	Golding, William .....	Dorset.
Doxsee, James E. ....	Gravenhurst.	Gillies, Harry .....	White Lake.
Didier, L. P. ....	Aylmer, Que.	Gordon, Herbert C. ....	Nelson.
Devine, Patrick J. ....	Sheenboro, Que.	Gillespie, M. H. ....	Cook's Mills.
Dinsmore, Richard .....	Huntsville.	Griffin, William .....	Huntsville.
Ebert, Andrew P. ....	Pembroke.	Ganton, David .....	Trout Creek.
Ellis, Alexander .....	Arnprior.	Graham, George L. ....	Arnprior.
Ellis, John .....	Westmeath.	Graham, Frederick S. ....	Arnprior.
Errington, Joseph .....	Sundridge.	Gill, Cuthbert .....	Orillia.
Edgington, Henry John .....	Parry Sound.	Graham, James Robert .....	Rat Portage.
Eager, James .....	Parry Sound.	Hartt, James .....	Gilmour.
Forbes, Christopher McKay ..	McLean's Depot.	Hayes, James .....	Enterprise.
Fitzgerald, E. Clair .....	Parry Sound.	Humphrey, T. W. ....	Gravenhurst.
		Huckson, A. H. ....	French River.

APPENDIX No. 30.—*Continued.*

Name.	P. O. Address.	Name.	P. O. Address.
Howe, Alexander	Queensborough.	King, Napoleon	Mattawa.
Hurd, Edwin	Hurdville.	Kean, B. F.	Orillia.
Huff, J. S. Morris	Arnprior.	Kemp, Orval Wesley	Trenton.
Hutton, John	Hutton House.	Kirk, Charles Barron	Queensborough.
Hutchinson, Wm. E.	Huntsville.	Kingsland, W. P.	Ottawa.
Hogarth, Joseph Rowan	Pembroke.	Kerr, John B.	Arnprior.
Humphrey, John	Gravenhurst.	Kennedy, Walter	Arnprior.
Hill, Joshua	Midland.	Kennedy, John	Pembroke.
Hall, David	Lovering.	Knox, Wm. M.	Fesserton.
Hartley, Charles	Peterborough.	Kearney, Michael John	Buckingham, Que.
Hawkins, Henry Charles	Blind River.	Kendrick, John	Burk's Falls.
Hues, Philip Wallace	Huntsville.	Kennedy, John T.	Burk's Falls.
Hudson, John Lewis	Combermere.	Lloyd, Alfred	Seyern Bridge.
Helferty, Dennis	Eganville.	Lawrie, Frank A.	Parry Sound.
Hamilton, Robert	Rat Portage.	Latimer, James	Frank's Bay.
Hoppins, Abiram	Kingston.	Lemyre, Middey	Campbellford.
Hoppins, Densmore.	Kingston.	Lutz, Jacob	Parry Sound.
Haystead, John	Parry Sound.	Luby, John E.	Ottawa.
Henderson, John Irwin	Bobcaygeon.	Lochnan, James	Ottawa.
Hartley, William	Millbridge.	Lozo, John	Trenton.
Higgins, John C.	Peterborough.	Loughrin, Lawrence	Pembroke.
Harrison, John, Jr.	Pembroke.	Linton, J. H.	Parry Sound.
Hawkins, E.	Le Breton Flats.	Ludgate, James	Peterborough.
Henderson, Charles	Bracebridge.	Lee, Robert	Huntsville.
Halliday, Frank	Parry Sound.	Langford, Mark	Baysville.
Halliday, James	Springtown.	Letherby, Edwin	Midland.
Hurdman, J. A.	Ottawa.	Lovering, William James	Coldwater.
Hawkins, Stonewall J.	Meldrum Bay.	Lane, Maurice	Bobcaygeon.
Hinchliffe, William	Gunter.	Lenton, George	Peterborough.
Hillis, James M.	Sutton West.	Low, Thomas A.	Renfrew.
Hogg, W. J.	North Bay.	Livingston, Robert M.	Huntsville.
Hoxie, E. P.	Katrine.	Londry, William E.	Sault Ste. Marie.
Hawkins, Walter	Pembroke.	Labelle, James	Waltham, Que.
Howard, James	Eganville.	Labelle, Eli	Waltham, Que.
Howard, William	Baysville.	Ladurante, J. D.	Ottawa.
Hogan, Enos W.	Savanne.	Ludgate, Theodore	Peterborough.
Horne, John T.	Fort William.	Lucas, Frank	Sault Ste. Marie.
Irwin, Thomas H.	Parry Sound.	Lunan, Duncan	Colfield, Que.
Jackson, Robert	Brechin.	Lott, George	Trenton.
Johnson, Finlay	Bracebridge.	Lawrie, John D.	Parry Sound.
Jones, Albert	Victoria Harbor.	Lovering, George Francis	Coldwater.
Johnson, Thomas	Bobcaygeon.	Lavigne, John	Aylmer, Que.
Johnston, Archibald M.	Norman.	Landell, Charles S.	Huntsville.
Julien, Charles	Trenton.	Long, Henry Elisha	Mattawa.
Junkin, Henry	Marmora.	Malloy, Mark	Baysville.
Johns, Frank	Nipissing Junction.	Miller, R. O.	Gravenhurst.
Jessup, Edward D.	Cache Bay.	Menzies, Archibald	Burk's Falls.
Johnson, Frank N.	Ottawa.	Manning, James	Trenton.
Johnston, John	Peninsula Lake.	Martin, Philip	Stoco.
Johnson, S. M.	Arnprior.	Malone, William Patrick	Ottawa.
Jones, Frederick James	Flin-ton.	Marsh, Esli Terrill	Trenton.
Johnston, William A.	Castleford.	Millar, John W.	Huntsville.
Jervis, Henry	Wisawasa.	Mutchenbacker, Asa	Ro-seau Falls.
Jones, William	Feneelon Fall.	Morris, George F.	French Bay.
Kerby, John	Bel'eville.	Murray, George, Jr.	Waubanshene.
Kennedy, Robert	Marmora.	Maughan, Joseph	Fort William.
Kirby, Louis Russell	Ottawa.	Margach, William J.	Port Arthur.
Kennedy, Timothy	Enterprise.	Murray, George, Sr.	Waubanshene.
Kirk, Henry	Trenton.	Maniece, William	Peterborough.
Knox, Milton	Ottawa.	Murray, William	Rat Portage.
Kinsella, Michael Pierce	Trenton.	Morgan, Richard J.	Rat Portage.
Kitchen, D.	French River.	Magee, Thomas Arthur	Cook's Mills
Kelly, Jeremiah	Sudbury.	Murdoch, James	Commanda.
Kelly, Ferdinand	Mattawa.	Munroe, Peter P.	Westmeath.
		Mason, Benjamin	Arnprior.
		Monaghan, John B.	



## APPENDIX No. 30.—Continued.

Name.	P. O. Address.	Name.	P. O. Address.
Monaghan, M. J.	Arnprior.	McGregor, Duncan	Burnstown.
Mulvihill, John	Arnprior.	McLean, Peter W.	Sand Point.
Moran, Andrew	Rockingham.	McManus, John C.	Arnprior.
Mulvihill, Michael	Arnprior.	McNabb, Alexander	Arnprior.
Mann, John	Manitowaning.	McFarlane, Alexander	Renfrew.
Marrighan, Richard	Deseronto.	McFarlane, J. D.	Stewartsville.
Monaghan, John Dorland	Deseronto.	McFarlane, Duncan	Renfrew.
Matheson, William	Chelmsford.	McKendry, Wm. B.	Arnprior.
Monro, Alexander G.	Braeside.	McPhee, Hugh.	Renfrew.
Monro, Philip	Braeside.	McPhee, John	Arnprior.
Mangan, Patrick	Arnprior.	McLachlin, Peter.	Arnprior.
Marcil, Peter	Ottawa.	McLachlin, Alexander	Arnprior.
Main, Samuel	Spanish Station.	Mackey, Edward	Arnprior.
Morley, Chas.	Huntsville.	McEwen, Henry	Trenton.
Moore, David Henry	Peterborough.	McDonald, Alfred	Peterborough.
Murphy, John	Arnprior.	McGeary, John J.	Sundridge.
Matheson, Daniel	Chelmsford.	McDonald, Archibald W.	Gilmour.
Milne, William	Ethel.	McCaw, John Gillen	Queensborough.
Mangan, Charles	Burk's Falls.	McCauley, Barney	Trenton.
Mooney, Lincoln	Orillia.	McDougall, James T.	Klock's Mills.
Mangan, John	Arnprior.	McInenly, Thomas	Quebec, Que.
Mooney, Thomas	Kinston.	McBride, Archibald	Arnprior.
Mason, Robert T.	Rochesterville.	McFarlane, Robert L.	Arnprior.
Moore, William John	Gravenhurst.	McGown, Wm.	Parry Sound.
McPherson, James S.	Rama.	McGown, Thomas	Parry Sound.
McKinley, Edward C.	Toronto.	McDermet, Patrick	South River.
McClelland, John	Parry Sound.	McKay, Angus	South River.
McFarlane, J. W.	Catch Bay.	McDonald, A. J.	Longford.
McDonald, Roderick	Pembroke.	McInnes, Angus D.	Gravenhurst.
McCormack, William	Pembroke.	McKendry, Alexander	Waubanshene.
Macpherson, John	Ottawa.	McGuire, Timothy	North Bay.
McEachern, John A.	West Gravenhurst.	McGrath, John	Peterborough.
McLeod, Dugald	Gravenhurst.	McWilliams, John Bannon	Peterborough.
McClelland, R. H.	Parry Sound.	McCagherty, Patrick	Westmeath.
McEvoy, Frank	Campbellford.	McKendry, Daniel	Arnprior.
McDermott, Peter	Orillia.	Macdonald, D. F.	Parry Sound.
McIlroy, John	Madoc.	McManus, Thomas J.	Renfrew.
McNab, Robert J.	Parry Sound.	Macfarlane, David R.	Ottawa.
McFadden, James	Ottawa.	McColgan, Edward	Quyon, Que.
McIntosh, James G.	Carleton Place.	McMichael, Charles	North Seguin.
McInnes, Hector D.	Bracebridge.	McIlroy, Thomas Davis	Madoc.
McKinnon, Malcolm	Bracebridge.	McDonald, Wm. Henry	Trenton.
McLean, Daniel	Bracebridge.	McGaw, William Thomas	Callendar.
McKinnon, Archie, J.	Bracebridge.	McMillan, L.	Callendar.
McKay, D. C.	Baysville.	McDermott, John L.	Orillia.
McDonald, James	Parry Sound.	McDonald, Charles M.	Pembroke.
McPherson, Allan	Longford.	McPhee, Benjamin	Pembroke.
McDonald, James P.	French River.	McGee, John Edward	Parry Sound.
McFarland, Joseph C.	Port Severn.	Macfarlane, Mack	Arnprior.
McNabb, Alexander	Thessalon.	MacCallum, Alexander	Braeside.
McGillivray, Archibald	Port Arthur.	MacCallum, Albert	Arnprior.
McGrane, Edward	Lindsay.	McGonigal, John	Arnprior.
McLeod, Donald, Jr.	Keewatin.	McConachie, John	Huntsville.
McDonald, Hector R.	Thessalon.		
McDougall, Duncan	Bracebridge.	Newton, Frank	Gravenhurst.
McNabb, Alexander D.	Warren.	Newburn, William	Parry Sound.
McCormack, John C.	Sudbury.	Niblett, James	Arnprior.
McNamara, John	Byng Inlet.	Niblett, Robert	Osecola.
McGillivray, Duncan D.	Algoma Mills.	Newell, John H.	Parry Harbor.
McIntyre, Daniel A.	Klock's Mills.		
McNamara, Lewis	Klock's Mills.	Overend, George J.	Longford Mills.
McDonald, Sidney, C.	Mattawa.	O'Brien, Andrew	Ottawa.
McCool, Christopher L.	Cartier.	O'Connor, John	Hintonburg.
McCallum, Donald	Arnprior.	Oliver, Darcy	Wahnapitae.
		O'Connor, William	Nosbonsing.



## APPENDIX No. 30.—Continued.

Name.	P. O. Address.	Name.	P. O. Address.
O'Neill, James W .....	North Bay.	Spooner, W. R .....	Katrine.
O'Donnell, William .....	Penetanguishene.	Simpson, Alfred E. ....	Wakefield.
Owens, Richard .....	Basin Depot.	Souliere, John B. ....	Ottawa.
O'Reilly, Patrick .....	Cartier.	Shiels, James A .....	Carleton Place.
O'Neill, Mark .....	Renfrew.	Spargo, George .....	Ottawa.
Orrill, John .....	Trenton.	Smyth, W. H .....	Byng Inlet, North.
Pomery, Peter .....	Trenton.	Salmon, R. H .....	Baysville.
Perry, Pringle K. ....	Byng Inlet, North.	Salmon, Alexander C ..	Baysville.
Purcell, William G. ....	Ottawa.	Stremer, A. ....	Ottawa.
Purvis, John .....	Parry Sound.	Shields, Frank A. ....	Parry Sound.
Porter, James .....	Uphill.	Smyth, Job E .....	Cache Bay.
Pearson, John James ..	Lindsay.	Sage, Nelson .....	Muskoka Mills.
Paterson, John .....	Wahnapiatae.	Shaw, Thomas B. ....	Waubashene.
Paterson, Alexander ..	Orillia.	Swanston, James .....	Peterborough.
Parke, James .....	Gravenhurst.	Simpson, William .....	Hall's Bridge.
Paquette, Oliver .....	Webbwood.	Sadler, Thomas .....	Lindsay.
Palmateer, Sherman ..	Gravenhurst.	Smith, Patrick Albert ..	Norman.
Paget, George .....	Huntsville.	Snaith, William J. ....	Mattawa.
Pounder, Joseph .....	Westmeath.	Sinn, Wm. F. ....	Arnprior.
Pell, Richard D .....	Arnprior.	Scrim, Robert .....	Arnprior.
Perry, Frederick .....	Port Arthur.	Sharp, James A .....	Sudbury.
Quinn, William .....	Peterborough.	Shaney, Harry S .....	Cook's Mills.
Richardson, Frederick George.	Trenton.	Smith, William .....	Ottawa.
Richards, Richard .....	Tamworth.	Stewart, Daniel .....	Braeside.
Riddell, George Alexander.	Rochesterville.	Sheehan, Michael H .....	Waubashene.
Richey, Evan .....	Brentwood.	Scott, Thomas .....	Parry Sound.
Randall, Louis G. ....	French River.	Smith, Lawrence .....	West Saginaw, Mich.
Richardson, Charles Mervyn.	Trenton.	Shea, Stewart .....	Campbellford.
Rochester, Daniel Baillie.	Ottawa.	Sullivan, John .....	Sault St. Marie.
Riddell, James .....	Ottawa.	Sinclair, Finlay .....	Sudbury.
Rice, Asa A .....	Hull, Que.	Shiels, Henry F .....	Cartier.
Roberts, T. A .....	Huntsville.	Smith, Gideon Ousley ..	Burk's Falls.
Ross, Andrew .....	Longford Mills.	Smith, John Wallis .....	Thedford.
Rose, Donald M .....	Rat Portage.	Smith, Henry G. ....	Arnprior.
Rawson, Charles Edgar ..	Coldwater.	Story, John A .....	Ottawa.
Ross, George .....	Waubashene.	Swezey, Benjamin .....	Massey.
Roberts, Percy T .....	Keewatin.	Sheppard, Charles H .....	Coldwater.
Ritchie, William D .....	Little Current.	Sinclair, Armon D .....	Arnprior.
Ramsay, Robert .....	Arnprior.	Smith, Sidney E .....	Ottawa.
Ritchie, J. F .....	Arnprior.	Sleeman, William .....	Rapid River.
Ritter, Samuel G .....	Ah Mic Harbor.	Tait, Thomas B .....	Burk's Falls.
Robinson, William .....	Bobcaygeon.	Taylor, C. M .....	Grvenhurst.
Reid, Joseph B .....	Lindsay.	Thornton, W. D .....	Longford Mills.
Ross, Walter M .....	Ottawa.	Trussler, Gilbert .....	Trout Creek.
Ruttle, H. A .....	Carleton Place.	Thompson, George S .....	Lindsay.
Richards, Benedict .....	Ottawa.	Thomson, Frederick A H ..	Callendar.
Regan, John .....	Orillia.	Thomson, Francis Henry ..	Nosbonsing.
Russell, William .....	Pembroke.	Tuffy, John .....	Cartier.
Ramsay, Charles .....	Sudbury.	Train, A. C. ....	Rowan Mills.
Rankin Anthony .....	Cache Bay.	Turgeon, George .....	Cook's Mills.
Ross, Angus .....	Orville.	Thomson, Alexander W ..	Arnprior.
Robinson, Albert E .....	Washago.	Taylor, Thomas G .....	Gravenhurst.
Robinson, Edward .....	Washago.	Tait, Ralph .....	Arnprior.
Robinson, Thomas G .....	Washago.	Train, William .....	Burk's Falls.
Revell, Lionel Oliver ..	West Gravenhurst.	Turner, Gavin F .....	North Bay.
Regan, Judd Patrick .....	Warminster.	Tilson, Joseph .....	Burk's Falls.
Robbins, Etna Rosedale ..	Orillia.	Udy, Dean .....	French River.
Scanlan, William .....	Enterprise.	Vigrass, Percy J .....	Dufferin Bridge.
Sutherland, D. H .....	Gravenhurst.	Vincent, Joseph .....	Warren.
Spanner, John .....	Huntsville.	Vollin, Samuel .....	Nosbonsing.
Shier, James D .....	Bracebridge.	Vannier, Nelson Joseph ..	Bobcaygeon.

APPENDIX No. 30.—*Concluded.*

Name.	P. O. Address.	Name.	P. O. Address.
Watson, William.....	Huntsville.	Warrell, William ....	Trout Creek.
Webb, George W.....	Parry Sound.	Wims, Peter. ....	Blessington.
Wilcox, Thomas.....	Parry Sound.	Wickware, Philip Almont ..	Cloyne.
Wheeler, J. A. McL.....	Tamworth.	Wilson, Edward.....	Deseronto.
Ward, Joseph W.....	Ottawa.	Whelan, P. J.....	McDougall.
Wilkinson, William .....	French River.	Whyte, John Thomas Goth...	Ottawa.
Waldie, John E.....	Victoria Harbor.	White, William James.....	Muskoka Falls.
Wigg, Thomas G.....	Thessalon.	Warrell, George.....	Powassan.
Wall, Patrick B.....	Cheyboygan, Mich.	Wells, George W.....	Little Current.
Wells, John R.....	Little Current.	Wilson, Frederick Gould.....	Rat Portage.
Whiteside, John.....	Huntsville.		
Watt, William.....	Peterborough.	Young, William .....	Severn Bridge.
Wilson, George.....	Lindsay.	Young, A. J.....	Cache Bay.
White, Thomas.....	Parry Sound.	Young, Samuel.....	Coldwater.
Watson, William.....	North Bay.	Young, Patrick P.....	Young's Point.
Weston, Frank R.....	Midland.	Yuill, Thomas.....	Arnprior.
White, James B.....	Manitowaning.	Yuill, A. D.....	Braeside.
Wilson, James A., Jr.....	Webbwood.		
Whaley, Thomas.....	Huntsville.		
Webster, William Alfred.....	Bracebridge.	Total.....	650

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, December 31st, 1897











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